THE EVENING TELEGRAPH.

VOL. X.—NO. 53. PHILADELPHIA, TUESDAY, AUGUST 31, 1869. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

NORTHERN PACIFIC RAILROAD.

Later Advices from the Exploring Party—A Letter from the Chief Engineer.

Messrs. Jay Cooke & Co., of this city, have received the following letter from the Chief Engineer of the party engaged in exploring the route of the Northern Pacific Railroad:—

CAMP No. 16, JOCKO RIVER, Montana, August 9.

Messrs. Jay Cooke & Co:—In this region, as well as all other regions I have explored during the past years of my engineering life, I meet with wise people who can point out "dead level" routes through the most mountainous country.

They mean well, but the difficulty is, that not having their minds familiarized with railroads, gradients, and curvatures, they do not possess the knowledge that would enable them to judge so as to give value to their opinions, so that nearly all they say on that subject "passes by me as the idle winds," etc.

The most amusing and most candid man I have just encountered is an old stager at Fort Owen. He was relating to us his correspondence with a prominent railroad man, and said "this railroad friend wrote to me to give him information about gradients and curvatures. What in the world do I know about *gradients* and curvatures? I know about the country and about Indians; but gradients and curvatures be hanged; how can I tell anything about *them?*"

Mr. Moorhead came in last evening in time to give us a real feast on several dozens of the nicest kind of trout, from six to eight inches long, and one *big fellow*.

This is the first time I have put myself under a tent on this expedition; in fact, this is only the second time that a tent has been set up. It is now raining gently. Major Owens has a fort named after him, and he now resides at Fort Owens. He confirms the universal report, which we have had everywhere along this part of the Pacific slope, of the remarkable drought and absence of rain on the west side of the Rocky Mountains. Notwithstanding the dryness I find that grain and vegetables thrive in this Jocko valley, even without artificial irrigation; and yet we had no dew either last night or the night before; and much warmer nights than we had two or three hundred miles back.

We are now about 386 miles, by our trail, from Walla Walla, which place we left on July 20. We have rested three Sundays, so that we have travelled seventeen days, one of which, namely, the day we stayed at Pend d'Oreille, should be deducted, leaving sixteen days of actual movement, which divided into 386 gives an average of 24 miles a day. This is very good marching with pack animals. Yesterday, when about three miles out from our camp, I was alone on a prairie, I heard a sound which at first I thought was the noise the grasshoppers of this region make; but something caused me to turn towards it, when I saw a rattlesnake about 2½ feet long coiled and rattling away. I had passed him, and my horse, although within less than ten feet, had paid no attention to his snakeship. I then took my horse off about a hundred yards and left him loose, for there was nothing to hitch him to, and returned to the snake. I fired one shot and came so near missing, that I did not hit him. He then began to glide off, when I chased and jumped on him, hitting his head with my heel according to the scriptural injunction, after which I cut off his eight rattles and put them away as the trophy of the first rattlesnake seen on our route from Walla Walla, though we have heard enough concerning them.

Although it rained this morning gently for several hours, it resulted in very little; the smoke between us and the sun this afternoon is nearly the same as it has been all along. I needed no smoked glass yesterday to look at the eclipse.

Camp No. 21, August 14, near mouth of Divide creek, at its entrance into Wisdom or Big Hole river, an important tributary of the Missouri river, 6 A. M.

Yes, I am on the eastern side of the Rocky Mountains at present. We return, however, to-day fifty miles or more to Deer Lodge City, where we will pass to-morrow (Sunday). We were escorted yesterday up the Deer Lodge river to its source, and over the Deer Lodge pass "divide" into this valley, at the head of one of the sources of the Missouri river.

The Deer Lodge River valley is charming, and presents highly favorable ground for a railroad all the way to the summit, about forty miles above Dear Lodge city. On our way, when about twenty miles out, we stopped and walked about half a mile over to the Deer Lodge Warm Springs, which are very remarkable—the water boils up in a number of places, and in the midst is a rocky mound, thirty feet in diameter at the top and one hundred and thirty feet in diameter at the bottom, and on the top of the mound there are two springs boiling up freely about five feet apart, one at the temperature of 103 deg. and the other 122 deg., one of the largest that I tested at the bottom was 161 deg., so hot that one could not keep their hand in it; the strange part of the mount is, that it is all formed by the *springs*. The water contains the material, which, in concentric layers, gradually becomes rock.

There is some iron in it; the water has a peculiar taste, different from any I ever tasted, though not strong. The coolest spring tested by us was 98 degrees. We tried eight of them. A man named Belanger, a Frenchman, and Allen, have pre-empted the 160 acres on which the mound stands. They have put up a rancho and a small bath house, but no one lives there yet. At some future day this may become a valuable possession when the railroad shall be running through this part of the world. The approach to the Deer Lodge Pass of the Rocky Mountains, on both sides, is by a very gentle grade, far more smooth and valley-like than any mountain divide I have ever seen.

In fact, to me it has proved one of the most wonderful objects that I have ever encountered in my long engineering experience. No one unacquainted with the fact could by possibility imagine that he was crossing a mountain of any kind, much less the great back bone of the American continent. The approach is by gentle slopes, which are treeless and carpeted with the finest bunch-grass to the very summit. It is so flat that it is rather difficult to determine by the eye where precisely it is. But the most remarkable fact connected with this divide is that the miners have cut a ditch across the summit which conveys the water of Divide creek from its course on the eastern slope of the mountain over to the western slope, where they use it in their mining operations for gold washing. The ditch at the deepest place on the crest of the summit (where without this water level guide it would be hard to find it) is 18 feet, cut through clay. No rock is found in the excavation, nor is the smallest rock or boulder found for about two miles either way. I stood astride of the water, passing from the eastern over to the western side of the Rocky Mountains, diverted from its natural outlet, the Gulf of Mexico, to flow into the North Pacific Ocean. Warm Spring creek, is half mile a from the mound and springs, on our return from Wisdom River valley, where we camped last night. Our camp was on the Divide Back, about a mile from Wisdom river. I walked to the river and took notes of it. It is a very picturesque valley. It was 350 feet wide when I saw it, and it is called its very lowest stage, notwithstanding it has now one-third as much water flowing as in the Ohio at low water, It seems wonderful to me to find such a large stream within ten miles of the summit of the Rocky Mountains. You would have looked in vain for anything like a mountain on either side, the approach is so gentle, with grass all the way, and not a rock in view. It is a really extraordinary pass even for merely a rolling country, but when we recollect that it overcomes the great mountain range of a continent, it is marvellous. It is easier far than two, if not three, of the local divides on the Pittsburg and Steubenville Railroad. All the way from Deer Lodge City there is a fertile, wide, grass-covered, gently-rising valley, affording wonderful facilities for the cheap construction of a first-class railroad for forty miles, and down Divide creek ten miles to Wisdom (or Big Hole) river, just the same. The road to the summit on either side is as perfect as the gravel-drive in Central Park, composed of fine gravel, so compact and hard that it never cuts into ruts, never is muddy, needs no repairs, and is, in fact, just as nature made it, with the exception that the grass is worn off, and it has been used ten years. I am sure it will be difficult, if not impossible, to convey to the mind of any one in the East who has not seen the Rocky Mountains a correct idea of the true character of the country. On either side of this pass, about two miles from where crossed, the mountains rise up, and back of them some high peaks, snow-covered, appear.

Owing, however, to the all-pervading smoke, we could only see the nearer mountains distinctly, with a dim outline of those further off, etc. To-day, on our return, we examined the "Ditch" more carefully. The water is taken out of Divide creek, which flows into Wisdom river, and the summit is cut to the depth of 18 feet in the deepest part through easy clay.

The whole length of the cut on the immediate *divide* is only about one-third of a mile; although the ditch is afterwards carried around on the side of hills for ten or twelve miles among the gold diggings on the west side of the Rocky Mountains.

I call this "high larceny" stealing water from the Atlantic to pour it into the Pacific. We boiled some of the water—it boiled at 201 2-10 deg.; at our camp, nine miles below the Divide creek, it boiled at 202 deg. full. We judge, therefore, that the fall in the nine miles is not much, if any, over 350 feet.

We have traveled about 200 miles in the last four days, and have seen about 150 miles of one of the routes of the Northern Pacific Railroad under very favorable circumstances.

Respectfully. W. MILNOR ROBERTS.

COLORADO.

What the Powell Exploring Expedition Has Discovered.

The St. Louis *Democrat* publishes the conclusion of Jack Summer's narrative of the Powell expedition in Colorado. The character of the country and the animals are described thus:—

"As an agricultural valley it does not amount to much, as it is too dry on the uplands, and there are but few meadows on the river bottom, and they as a general rule are small—from fifty to two hundred acres in extent. The only exception that I know of is one opposite our present camp, lying between Green and White rivers. It is about two thousand five hundred acres in size, and overflows, though very seldom. At present it is clothed with a thick growth of grass, waist high. On the uplands there is the common bunch grass of the West—short but very rich. No part of the country that we have seen can be irrigated, except the river bottoms, as the uplands are rolling and cut up by ditches in almost every direction. But for a stock country it would be hard to excel, as almost all kinds would do well on the bunch grass throughout the entire year. There is plenty of lumber for building purposes and fuel, and enough farming land to produce all that a large settlement would require for home consumption. But there is one thing in the way. According to the treaty of 1868 between Governor Hunt, of Colorado, and the Ute Indians, most, if not the whole, of this valley belongs to the reservation, selected by the Indians themselves. Whether they will be permitted to keep it or not remains to be seen. Most likely they will, as one band of them have a permanently settled thing of it, and have a winter agency twenty-five miles from this point on Uinta river. What the country is below I know not. As far as the eye can reach there is a rolling prairie with a dark line through it that marks the course of the Green river. It is reasonable to suppose it to be the same character of country as that we have passed through in our last two days' travel. So far we have accomplished what we set out for. We were told by the frontiersmen while at Green river that we could not get to the mouth of White river. One man that filled the important office of policeman in Pietmont had the assurance to tell me that no boat could get as far down as Brown's Hole. We expect to remain here for a week to meet Colonel Mead, and send off some specimens and all the notes and maps, to make sure of that much.

"Total distance run, 356 miles; estimated distance to junction of Green and Grand rivers, 330 miles by river.

LIST OF ANIMALS LIVING IN THE COUNTRY THROUGH WHICH WE HAVE PASSED.

"Grizzly bear, cinamon bear, black bear, elk mule deer, mountain sheep or zighorn, prong horned antelope, grey wolf, prairie wolf, cougar, red fox, marten, mink, lynx, wild cat, prairie dog, beaver, otter, muskrat, badger, ground hog, mountain rat, grey prairie squirrel, large striped ground squirrel, small do. do., small shrews and mice.

LIST OF BIRDS SEEN ON THE WAY.

"Wild geese, ducks of almost every kind, loon, stork, bittern, cormorant, rails, woodcock, snipes of many kinds, curlew, osprey, pelican, sandhill crane, bald eagle, golden eagle, colored raven, common crow, Clark's crow, sage grouse, black grouse, short tailed grouse, magpie, long-crested jay, Canada jay, light blue jay, red-shafted clicker, small blackbirds, red-winged starling, Southern mocking birds, robin, brown thrush, cross-beak wren, sparrows, sparrow-hawk, sharp-shinned hawk, mouse hawk, pigeon hawk, mourning dove, meadow lark, woodpeckers of all kinds and buzzards.

"I write this at the request of Professor Powell, he urging me from the beginning to do so, while I, knowing there were many able pens in the party, as persistently declined, till I could no longer do so with any show of reason. I have written this with many misgivings, being more used to the rifle, lariat, and trap, than to the pen. Receiving no hints from any one, I have been compelled to write as I could. Were I to study grammar a little, and sacrifice truth to flights of fancy, I might make a more interesting report, but I shall let it stand as it is. If it meets the approval of the public, well and good; if it does not, I will leave the report of the rest of the trip to other and abler hands, and return to my rifle and trap.

"JACK SUMNER, Free Trapper."

Canadian Sharpness.

A party of young men left Webster, Monroe county, in this State, on Monday, Aug. 24, on a fishing and hunting excursion among the Thousand Islands. On Tuesday the party encamped on the open shore, twenty miles below Oswego, cooking their supper as best they could. On the evening of the next day they got on board the tug Simon Davis, and started for Kingston. Here the captain of the tug, Mr. Davis, reported to the Custom House officer the arrival of his own tug and the Robert McFarland, the small sloop which the adventurers had left Webster in. Captain McFarland, of the sloop, reported to the Custom House officer that his vessel was a Canadian vessel, but manned by an American crew; and because of this fact the very officious officer of the port deemed it his duty to seize the sloop. At the time of the seizure three of the Webster's crew were in possession of the boat, and were detained four hours. The rest of the party escaped the vigilance of the Canadian officials, and went to the Thousand Islands. —*Rochester Express.*

SECOND EDITION

LATEST BY TELEGRAPH.

A Great Disaster.

Conflagration at Cape May.

The United States and Atlantic Hotels, the American Row, and Several Cottages and Stores Destroyed—Narow Escape of the Largest Hotels.

GENERAL NEWS.

Panic on the Paris Bourse—Fears for the Life of Napoleon—The Great International Boat Race—The Banquet Last Evening—No Executions on the Sabine as Reported.

Etc., Etc., Etc., Etc., Etc.

FROM CAPE MAY.

The Season Winds Up with a Grand Conflagration—Destruction of the United States, Atlantic, and American Hotels, and a Number of Stores and Cottages.

Special Despatch to The Evening Telegraph.

CAPE ISLAND, N.J., Aug. 31.—Never since the destruction, over ten years ago, in mid-winter of the old Mount Vernon Hotel, has Cape May been thrown into such a literal and figurative ferment as to-day. For years past there has been a great deal of talk among the authorities and hotel proprietors about providing means for preventing the recurrence of another such disaster, or of checking its progress in case it should befall the rickety town. The manner in which the closely huddled shanties which comprise the bulk of "the City of the Sea" have heretofore escaped the ravages of the flames falls little short of marvelous. They are all built of wood, and as the season lasts but two months at the outside, they are put together with the prime object of securing as large a financial return as possible while the opportunity lasts. The cottages which have been built during late years, and two or three of the larger and newer hotels are built in a very substantial manner, but they are, nevertheless, entirely constructed of wood, and in constant peril from carelessness and malice. From the middle of July to the middle of August, when the season is usually at its height, every nook and corner of the long rows of shambles, as well as every square foot of the more substantial structures, are made available for stowing away sweltering humanity, the largest proportion of the sojourners being people bent upon pleasure as a matter of business, and therefore but little inclined to take even the ordinary precautions against fire. The season which is now about an end has witnessed, perhaps, the greatest cramming process that has yet been accomplished, and the grand rush has again passed without the occurrence of a disaster which would have the effect of inciting those who are heavily interested in property here to take the precautions against its destruction which common prudence would seem to dictate.

To-day, however, has witnessed a calamity such as any one who is thoroughly familiar with the town has had good cause to anticipate for years. At three o'clock this morning a fire broke out in the store occupied by P. Boyton, the swimming and diving expert, as a so-called Japanese curiosity shop. All sorts of inflammable contrivances were packed into these narrow quarters, and when the fire was once fairly kindled its communication to the entire building was a contingency scarcely possible of aversion. The curiosity shop was on the first floor of the building formerly known and used as the American Hotel, but which has not been devoted to hotel purposes for several years past, the entire first story being divided into stores and offices, and the upper floors to lodging and other domestic purposes by private families. The building was situated on Washington street, at the corner of Ocean. The entire American row was of course soon enveloped in the flames, and the property immediately adjacent shared its fate, the Post Office and City Surveyor's office being among the establishments which were destroyed.

The United States Hotel came next in the order of prey, and simultaneously with it, the flames attacked Ferris' Cottage, Huffnall's new drug store, the new Atlantic Hotel, and all the buildings in the vicinity on both sides of Decatur street, including Barrett's Bowling Saloon and McCann's Hotel, as well as all the buildings on the north side of Jackson street, down to the ocean. When the conflagration was at its height, the Columbia and Centre Houses and Congress Hall were in great danger, more especially the first named, which is very close to the United States Hotel. Every body worked with a will to confine the fire within the narrowest limits, putting the meagre appliances at hand to the best possible use, and the conflagration was finally gotten under such control as practically to insure the safety of the three large establishments named.

The principal building destroyed was the United States Hotel, of which Mr. Aaron Miller is the landlord. It ranked as the fourth hotel on the island in the way of patronage, having accommodated about 2500 different guests during the past season. There was an insurance of $35,000 on the building, and of $12,000 on the furniture, but it is impossible to tell at this writing what proportion of the loss sustained will be covered by these amounts.

The new Atlantic Hotel, at the head of which some member of the McMakin family has been for so many years, ranked next after the United States, its patronage during the past summer having approximated two thousand guests. Huffnal's drug store and the adjoining store were new structures, and perhaps the most attractive and substantial on the island devoted to business purposes, having been erected last winter at an expense of about $10,000.

FROM EUROPE.

Panic on the Paris Bourse—Alarming Reports Regarding Napoleon's Health—Eugenie to Hasten Home.

By the Anglo-American Cable.

PARIS, Aug. 31.—The city was full of rumors yesterday regarding the condition of the health of the Emperor Napoleon, and a perfect panic prevails on the Bourse in consequence of the statements which are made on the subject by different parties and individuals while these rumors, which are merely the work of stock-jobbers, are being circulated.

There is no doubt that the state of the health of the Emperor is really such as to create anxiety on the part of the public. He suffers from disease of the bladder. The different political parties, in and out of the Legislature, are busily engaged in speculating as to the issue of this physical affection. The imperial family is also alarmed. It is said that the Empress Eugenie will hasten back from Corsica immediately, in consequence of the receipt of news of such import from home, and that the idea of her trip to the East will be abandoned.

Prince Napoleon Bonaparte intends, it is said, to make a democratic speech in the Senate some day during the next ensuing week, but his friends are opposed to its delivery just now. They allege that if the present empire should fall his pretended democracy will not save his position in the eyes of the French people.

The Empress condemns his conduct towards such a path and issue as being both unwise and ungrateful.

The International Race—The "London Times" on the Contest—The Scene and the Struggle an Editorial Point of View—Pluck and Energy of the Harvards.

By the Franco-American Cable.

LONDON, Aug. 30.—The London *Times* of yesterday printed the following leader on the late international boat race:—

The gentle and joyous struggle of Oxford and Harvard on the Thames water on the 27th of August, 1869, will long be remembered on both sides of the Atlantic, and the story of the day will be one of the first things which the youngster still at school whose name has been only just put down for the next vacancy at the Oxford house of his father or his tutor will appropriate to himself. It will be a radiation of the university; another page in that book of many stories in which Oxford appears as the flower of the nation, and the nation has the stock bearing that consummate flower. Nor will Harvard have less reason to commemorate the gallantry of her sons. Harvard too is an epitome of national history. The English traveller must be strangely compounded, especially if he acknowledges any obligation to a university in his own land, who is not interested in this Cambridge of the New World.

It is nearly two hundred and fifty years since the settlers in New England founded the university on the banks of Charles river in grateful imitation of that other on the banks of the Cam, where their spiritual leaders received their early training. It is two hundred and thirty years since the pious Harvard, himself an old Cambridge man, gave it the endowment which has immortalized his name. Ever since Harvard has been the *alma mater* of New England; its brick pile of living rooms, its substantial granite library, its old halls, adorned with the portraits of successive Presidents and other distinguished members, its chapel oppressive with severe divinity, all encompassed about with umbrageous elms and spreading limes, are veritable refreshments to the European visitor, for they speak of a past wedded to the present in a country where all else seems to have been newly created by the men of to-day. They exercise, too, a corresponding influence over New Englanders themselves. Harvard has educated Boston, just as Boston has educated the United States. The best culture of the nation is there. Nor was it other than a natural impulse of the training of this school that it should challenge our own Oxford to an issue, which, though of merely physical training, had the crowning merit of admitting an exact comparison between the competitors. The Harvard men are of the best families of Massachusetts, although one of them nominally hails from the Sandwich Islands. It is understood that this is due to an accidental migration of his father but three or four years since, and, like his comrades, his birth, his education, and his descent connect him with Plymouth Rock.

Our men appeared in the ordinary Jerseys, with short sleeves reaching about a third of the way from the shoulder to the elbow, and wore the straw hats familiar to us all. The Harvard men had white scarfs around their foreheads, with no covering for the crown of their heads, and their Jerseys were cut away above the shoulder so as to allow the freest action of their arms. After a little delay a start is made, the Harvard crew have jumped away and are putting forth wonders of power. The superficial view is entirely in their favor. The Americans in the two steamers are wildly excited and give a peculiar cheer, ah! ah! ah! The Oxford boat looks torpid by comparison, but it compels admiration by the perfect evenness of its stroke, the iron and steel like and the almost superhuman regularity of its movement. The energy of the Harvard men was magnificent, but there was a sort of flutter even at the outset. Nevertheless they got ahead and they were doing five or six strokes more to the minute when they cleared their antagonists. If what is were a sure presage of what will be, their victory was certain, but time was the essence of the struggle. Take a young fellow of twenty-five, such as many of us have known and may know, his pulse knows no change, his thews are as of brass, he looks out upon the world with eyes that have no shadows, he might live to be a hundred, but it is a million to one that he does not. Time will beat him. It was so with Harvard at the moment of their greatest hopes. The experts shook their heads. It was still 10 to 1. Not a third of the course had been rowed when Oxford began to overhaul their antagonists, and going under Hammersmith bridge the Oxford bow was in a line with Harvard No. 3.

The Harvard stroke oar evidently knew as well as everybody else the conditions of the game, and seeing that everything depended upon keeping his crew in their position of advantage he made a desperate spurt, but the effort, though gallantly seconded, made the essential unsteadiness of his crew only more apparent. Once more, however, "Ah! ah! ah!" burst from American lips, but the dreaded enemy crept on, got fairly abreast, and forged ahead.

Something has been said of a mistake on the part of the Harvard coxswain, and had it happened nothing could be more pardonable, seeing that coxswains are absolute novelties in Harvard experience; but we are disposed to reject the suggestion as unfounded. Certain, at all events, it is that there was nothing to compensate any error of this kind, for the little Oxford coxswain was as faultless as his men.

Meanwhile the Oxford boat got two, three, apparently four lengths ahead. The Harvard crew stuck gallantly to their work, although they were "all abroad" as regards time, when an absolute novelty was seen, to the astonishment of those who were following. The Harvard coxswain was seen to drop his right hand into the water and splash it in the faces of his men. This manœuvre was repeated two or three times, and it is not too much to say that something like a spasm of horror thrilled the breasts of the orthodox at the sight. The predominating thought, it must be said, was not so much astonishment at the novelty as at the confession it applied that the race was hopeless. The winning post was in sight, Oxford was three lengths ahead, and, "barring accidents," nothing could save the event. A man rowing a lady in a gig did, indeed, at the last moment, pull across the Oxford boat, and thus deprived Oxford of at least two lengths—but the victory remained unaffected in character and circumstances.

The match and its issue afford no inapt illustration of the difference between the two nations. The Englishmen were heavier and the English coxswain was lighter than the Harvard coxswain, but it must remain entirely doubtful on which side the mere balance of strength inclined. As for gallantry, energy, and pluck, Harvard showed an example we may humbly hope to equal, but which we cannot exceed. The victory was a victory of education, and here the advantage was all on our side. We live, not in rowing only, a closer life. The competition is sharper; the lessons of the past are more searching and more exact. The margin of our lives is so narrow that every possible economy of strength has been utilized during successive generations. Rowing is with us a science. It has been developed, bit by bit, by men who have made it their business, and knew that in the contests before them the smallest wrinkle told. Thus it happened on Friday that the Oxford crew knew precisely the limits of continuous effort. They knew where to abstain as well as where to abound. The advantage is, however, perhaps not without its drawbacks, for it may be that nations, like men, should have some reserve of natural endowment which should be, as it were, not brought into tillage so as to be better able to meet the days when the progress of others shall have equalized the benefits of training.

Dinner of the London Rowing Club to the Boat Crews of Harvard and Oxford.

The London Rowing Club last evening gave a grand dinner to the Oxford and Harvard Universities boat crews at the Crystal Palace. The Oxford crew was represented by Willan alone, while the Harvard crew was represented by Simmonds, Fay, Lyman, Bass, Rice, Burnham, and Blackie. The party, though private, numbered more than 100 persons, including Charles Dickens, and Thomas Hughes, ex-member of Parliament.

Charles Dickens, in proposing the principal toast of the evening, said:—That remarkable volume which was published within a short time of his visit to the United States contained biographies of ninety-five young men, well nurtured, well born, and trained in peaceful pursuits, who, when their country called them, sought distinction in the late war. Those great spirits displayed extraordinary aptitude, and were distinguished by their deeds and great heroism. Every one of them had been educated in one school—that school the Harvard University. (Cheers.) They fought against odds—were remarkable for the invincible spirit in which they received defeat. Was not the contest of last Friday an evidence in point of the spirit such as was shown by their predecessors in the late war? (Cheers.) He then paid handsome compliments to the Oxford crew. In referring again to the Harvard crew, Mr. Dickens said that the manner in which they would be received on their return home would find a ready echo in every corner of England.

Mr. Simmonds, of the Harvard crew, briefly responding, said that he considered that it was no disgrace to have been defeated by such a crew as Oxford pitted against them.

Mr. Willan, of the Oxford crew, then rose, and, replying to the compliments of Mr. Dickens and Mr. Simmonds, apologized for the absence of his colleagues. He then stated that of all the races in which he had rowed he had never been so hard pressed as in the race with the Harvards.

The whole entertainment wound up with a splendid display of fireworks in front of the Crystal Palace, which was given in honor of both crews and which was witnessed by vast numbers of people.

The entertainment altogether was a grand success.

No Mutiny or Executions on Board the Sabine.

LONDON, Aug. 31.—The story of a conspiracy followed by executions on board the United States frigate Sabine at Cherbourg, telegraphed from Paris some days ago, is absolutely contradicted.

This Morning's Quotations.

By the Anglo-American Cable.

LONDON, Aug. 31—11 A. M.—Consols, 93⅜, for both money and account. U. S. 5-20s, of 1862, 81½; of 1865, old, 83½; of 1867, 83; U. S. 10-40s, 76⅜; Erie Railroad, 23¾; Illinois Central, 94½.

LIVERPOOL, Aug. 31—11 A. M.—Cotton dull; middling uplands, 15⅜d.; middling Orleans, 13⅝@13¾d. The sales to-day will not exceed 4000 bales.

Other articles unchanged.

LONDON, Aug. 31—Tallow, 46s. 9d.

GLASGOW, Aug. 31.—Arrived, steamer Moravian, from Quebec.

FRANKFORT, Aug. 31—Noon.—U. S. bonds flat at 88⅛@88¾.

HAVRE, Aug. 31.—Cotton closed last night quiet on the spot and afloat.

FROM NEW ENGLAND.

The Tallapoosa Party.

Despatch to The Evening Telegraph.

PORTSMOUTH, N. H., Aug. 31.—The U. S. steamer Tallapoosa left to-day for Portland, with Admiral Porter and others on board.

General Sherman and daughter arrived at Portland last night. He goes to Bangor to-day in the steamer City of Richmond.

Accident on an Oil Train.

Despatch to The Evening Telegraph.

BOSTON, Aug. 31.—Samuel Preston, conductor of an oil train on the Boston and Albany Railroad, was badly burned last evening by falling into an empty tank which had exploded in consequence of the gas generated therefrom coming in contact with a lantern in the hand of the conductor, who was standing on the tank. A brakeman named Lockwood escaped serious injury. Preston was sent to the hospital. He has a wife in Worcester.

Narrow Escape from Death.

On Friday, while W. G. Blanchard, Boston Agent of the Associated Press, and Howes Norris, marine news reporter, were out fishing in a boat off Holmes' Hole, they were run down by a schooner that was sailing fast under a fresh breeze. At the moment of the collision Norris seized hold of a rope hanging from the schooner's bows, and was carried for over a mile, a part of the time wholly submerged in the water. He managed at last to climb a part of the way up the vessel's side and make his perilous situation known. Mr. Blanchard and the boatman, who remained in the wrecked boat, which continued to float, were taken in tow by the other sail boat and taken to Holmes' Hole, where they found Norris, who had been landed by the schooner's boat.

FROM THE WEST.

A New Railroad Project—Base Ball.

ST. LOUIS, Aug. 31.—A large convention was held at Springfield, Mo., on August 28, to consider the propriety of building a railroad from Kansas City to Memphis, Tenn. Most of the counties along the proposed route assented, and much interest was manifested. A resolution was adopted setting forth the importance of the road. A temporary organization was effected, and a board of directors elected, with Colonel J. M. Richardson as secretary.

The Forest City Base Ball Club, of Rockford, Ill., beat the Unions of this city to-day. Score—44 to 11.

Deaths in Boston.

Despatch to The Evening Telegraph.

BOSTON, Aug. 31.—Conductor Preston, who fell into a burning oil vat last evening, died of his injuries this morning.

Robert Waterston, for many years at the head of a large dry goods importing house, died yesterday, aged 96.

Another International Race.

Our special correspondent in Yokohama, Japan, writing on the 28th of July, reports the following interesting international aquatic contest:—A boat race for $500 a side was rowed in this harbor on the 10th inst., between the cutters of the United States steamer Iroquois and her Britannic Majesty's frigate Ocean. The latter beat the former in a five mile race four minutes twenty-eight seconds. This result again gives the boast to the Britishers in these waters, which was won from them about a year ago in a contest between the Ocean and the Oneida.

AT LARGE.

A Gorilla Rampant in Kansas.

M. S. Trimble writes to the St. Louis *Democrat* from Arcadia, Crawford county, Kansas, August 15:—"We are having a new sensation which may lead to some new disclosures in natural history, if investigated as it should be. It is nothing less than the discovery of a wild man or gorilla. It has at different times been seen by almost every inhabitant of the valley, and it has occasionally been seen in the adjoining counties in Missouri; but it seems to make its home in this vicinity. Several times it has approached the cabins of the settlers, much to the terror of the women and children, and especially if the men happen to be absent working in the fields. In one instance it approached the house of one of our old citizens, William Armsworthy, but was driven away with clubs by one of the men. It has so near a resemblance to the human form that the men are unwilling to shoot it. It is difficult to give a description of this wild man or animal. It has a stooping gait, very long arms, with immense hands or claws; it has a hairy face, and those who have been near it describe it as having a most ferocious expression of countenance; generally walks on its hind legs, but sometimes on all fours. The beast is as cowardly as it is ugly, and it is next thing to impossible to get near enough to obtain a good view of it.

"The settlers, not knowing what to call it, have christened it Old Sheff. Since its appearance our fences are often found down, allowing the stock free range in our corn-fields. I suppose Old Sheff is only following his inclination, as it may be easier to pull them down than to climb over them. However, as it is, curses loud and deep are heaped on its head by the settlers. The settlers are divided in opinion as to whether it belongs to the human family or not. Probably it will be found to be a gorilla or large orang-outang that has escaped from some menagerie in the settlements east of here. At one time over sixty of the citizens turned out to hunt it down, but it escaped; but, probably owing to the fright it received, it kept out of sight for several days; and just as the settlers were congratulating themselves that they were rid of an intolerable nuisance, Old Sheff came back again, seemingly as savage as ever.

"If this meets the eye of any showman who has lost one of his collection of beasts, he may know where to find it. At present it is the terror of all the women and children in the valley. It cannot be caught, and nobody is willing to shoot it."

AVENGED.

Frightful Death of an Italian Bandit.

The *Italia* of Naples gives an account of the death of the brigand chief De Martino. This man was one of the most ferocious bandits that ever infested the Abruzzi, and was always accompanied in his incursions by a woman even more inhuman than himself. For some time past the royal troops had been following his traces, and had at last learned that he frequently quitted the band to indulge in wild orgies in a small valley completely locked in by mountains, on the territory of Paglietta. Some days back a detachment, while searching that district, discovered in a thicket a sort of hut made of branches. One of the men approached silently on his hands and knees, and believing he heard a noise inside returned and informed his companions, who then surrounded the spot and called on the persons concealed to surrender. The reply was a gun-shot, which struck a carbineer named Caruso in the leg, but the flash had set fire to the dry bushes, and the flames spread with such rapidity that it was impossible to enter or leave the hut.

A few minutes later a woman rushed out through the burning branches and fell almost inanimate before the troops, who recognized her as the mistress of De Martino. She made signs that there was another person in the flames, but the soldiers could not approach until the fire had burned itself out, when the charred remains of the bandit were found with the barrel of his gun and the blade of his poignard by the side of him, the rest of those arms having been consumed. During the conflagration repeated detonations were heard as the cartridges of the brigand exploded. The woman died half an hour later, and the two bodies were buried on the spot where this horrible tragedy had taken place. The wounded soldier is in a critical state, and little hopes are entertained of saving his life.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH,
Tuesday, August 31, 1869.

Currency was in quite active demand in our market to-day, which is distinctly traceable to the improved activity in the stock market and the disposition manifesting itself to invest in local stocks. The result upon the market is an increased demand for call loans on Government securities and less pressure on the outside market. The usual bank statement is very unsatisfactory, showing a decrease of deposits to the amount of $705,543, and in loans of $225,974.

It will be noticed that the loans are not falling off in anything like the same ratio as the deposits. This has been the case for several weeks, and is accounted for by increased indebtedness to outside banks. This week the increase due to banks is over half a million, which is so much additional capital at their disposal. This exhibit is very unfavorable at this period, but there is no remedy for it but to be guided by the usual law of supply and demand. The rates are not changed, but our previous quotations are very firm, and, with an increased demand for stock investments, there may be a further advance.

Gold opened weak at 133⅞, and closed at noon weak, at 133½.

Government loans were rather more active, and prices quite strong.

The tone of the Stock market was decidedly stronger, and there was more activity. In State loans the first series sold at 104. City loans were steady at 101¼ for the new issues, with 97 bid for the old.

Reading Railroad was in little demand and advanced, selling at 49-56, b. o., closing, however, at 48⅞ cash. Pennsylvania Railroad was taken at 57; Lehigh Valley Railroad at 56½; and Northern Central Railroad at 49¾. 37½ was bid for Catawissa Railroad preferred, and 30½ for Philadelphia and Erie Railroad.

Canal shares were less active but firm. Sales of Lehigh Navigation at 37¼. 18½ was offered for Schuylkill Navigation preferred.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$2000	City 6s, New	101¾	200 sh	Read	1s.b10.48 3-16
$5000	do	101¾	100	do	.48 3-16
$400	do	101¾	100	do	.b15. 48⅝
$1500	do	.s.101¾	100	do	.860. 48⅝
$2000	do	.20 101¾	200	do	.830. 48⅝
$2000	Alle City 4s.85	61½	200	do	.85. 48⅝
$1000	C & A 6s '85	85½	100	do	.b5. 48¾
$800	Pa 6s, 1 se	103½	300	do	.s.830. 48¾
$1000	do	104	200	do	.s.830. 48¾
$4000	Leh R loan.85	87	100	do	.c. 48¾
100	sh Leh Stk	.860. 37½	100	do	48¾
100	sh Penna	.b30. 57	100	do	.c. 48¾
104	do	.s. 57	100	do	48¾
4	sh Leh Val R	56⅞	300	do	.c. 48¾
25	do	.b4. 56½	200	do	.830. 48¾
1	do	56½	300	do	.s.860. 48¾
9	do	56½	200	do	.b5&s.m.48-31
20	sh N Cent R	49½	100	do	48¾
20	sh Mor Cl Pf	60	100	do	.860. 48¾
100	sh St Nich Coal	2¾	100	do	.b5&1. 48¾
100	sh Read	.b5&1. 48¾	1000	do	.b60.48-56
100	do	.c.48 1-16	100	do	.b30.48-44
100	do	.c 48¾	500	do	.c. 48¾
100	do	.b5&1.48 3-16	100	do	.830wn. 48¾

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 123¼@123½; 5-20s of 1862, 123¼@123¾; do., 1864, 122¾@122¾; do., Nov., 1865, 122½@122¾; do., July, 1865, 121¾@121½; do. 1867, 121¾@121¾; do., 1868, 121¾@121½; 10-40s, 115⅜@115⅝; Currency 6s, 111⅜@111½. Gold, 133¾.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 123¼@123¾; do. 1862, [illegible]; do. 1864, 122¾@122¾; do. 1865, 122¾@123¼; do. 1865 new, 121¾@121¾; do. 1867, new do. 121½@121¾; do 1868, 121¼@121½; do. 5s, 10-40s, 115⅛@115½; U. S. 30 Year 6 per cent. Cy., 111⅜@111½; Due Comp. Int. Notes, 19¾; Gold, 133½@133¾; Silver, 128@130.

—The lakes of Maine have not been without their visitors this summer.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals Upon Current Topics—Compiled Every Day for the Evening Telegraph.

GOOD ADVICE WASTED.

From the N. Y. Tribune.

General Rosecrans has rendered his party a genuine service, which, after one or two more quadrennial floggings, they will be wise enough to thank him for and profit by. For the present, most of them will affect not to have read or seen his letter. It is so frank, so square, so soldierly, and therefore contrasts so strongly with the pandering to their worst passions and prejudices whereto the Democratic masses have been accustomed by their favorite oracles, that it will seem to the majority the voice of an enemy rather than a friend. They will have learned how to prize it just a few days too late.

A great many calm, sagacious observers are saying:—"The Democratic party must elect the next President. They have lost three times in succession, and their luck must change next time." But luck has favored them already to no purpose. They lost in 1860 because they quarreled and threw away their chance, though they had half a million more legal voters than the Republicans. They were beaten then because they were far more intent on defeating each other than on defeating us. In 1864 their prospect was fair until they held their convention, made a surrender-to-the-Rebels platform, and nominated McClellan and Pendleton thereon—then they were doomed past help. When a party makes a platform which it thenceforth denies or evades, and nominates a ticket half of which is an invincible reason for not nominating the other half, intelligent politicians know that it has no chance to win that election. Had they nominated Guthrie or Hendricks with McClellan, and simply resolved that they were for peace at the earliest moment when it could be had with a restored Union, there would have been a very different sort of contest.

So in 1868. Grant and Colfax made a very strong ticket, and could hardly be beaten; but a ticket composed of Chase and Hancock, or Chase and Hendricks, or Hancock and Hendricks, would have given us all we could do to defeat it. Seymour and Blair, on the other hand, were known to be doomed from the hour of their nomination: we doubt that one tolerably sagacious blackleg staked a dollar on their success; and when the gamblers decline to bet on a Democratic victory, you may safely presume that such a victory is not to be. There were no other two men named at their convention who would have been beaten so badly as these were.

—Will the party have gained wisdom by 1872? We think not. The intermediate elections will, of course, be interpreted as showing a strong current in their favor. Light votes will be cast, and three-fourths of those voters who only come out in great emergencies are Republicans. Temperance and liquor will draw off thousands of votes from the regular Republican tickets, and the Democratic arithmeticians will count all that our majorities fall below those of Grant's as so much gain to their side. By the time their next national convention meets, the captains of fifties and bar-room oracles will fancy that they can elect whomsoever they prefer; and that will lead them to prefer some one who can't be elected. In short, they will run themselves aground, as they have thrice already done. The fact is, they can't bear prosperity.

The national debt is a rock on which they are sure to split, if there were no other. As a party, they hate those who lent the money that was one essential means of our national triumph—hate it because it put down the Rebellion. If they had full swing to-morrow, they would cheat the public creditors, not (probably) by voting directly not to pay, but by abolishing tax after tax till there would be nothing wherewith to pay. They can't forgive those whose money clothed, fed, and paid the armies that made the famous march to the sea and cornered Lee at Appomattox. And their hate is so blinding that they can't help showing it, even when it darkens their prospects to do so.

In point of fact, they gain no votes by proposing to pay the debt in greenbacks, or patronizing any kindred device of repudiation and general rascality. They simply feed fat an ancient grudge, while they alarm the timid holders of bonds, and compel them to do their little all for the Republican ticket. But their detestation of the bond-holders is so intense that it overpowers prudence and drowns the remonstrances of policy. They rush at the debt like a wild bull at a scarlet cloak, and are pierced where they had madly attempted to gore.

On the whole, we judge that it will take at least one more crushing defeat to render the skull of the Sham Democracy pervious to the influx of common sense.

THE NEW DOMINION.

From the N. Y. Herald.

Rumor is in the air about the New Dominion. The London *Times* makes mysterious allusions and throws out hints which it is difficult for the uninitiated to understand. Speeches of strange import are made in different parts of the New Dominion, and by men who cannot be wholly ignorant.

What does rumor say? It says that the Confederation scheme has not been so successful as its friends believed it would be. It has so far failed to make the British North American Provinces a unit. Dissension and jealousy were never so rife as they are now in the two Canadas and in the other sections of the Confederation.

The party now in power in Great Britain has all along been opposed to the maintenance of colonies for the mere sake of territorial show. Since his conversion to liberal politics Mr. Gladstone has been ahead of all his colleagues in this particular branch of foreign policy. It was he who went out some years ago to act as plenipotentiary in the handing over of the Ionian Islands to Greece. It is the conviction of the present government in Great Britain that the New Dominion leans too much on the mother country and too little upon itself, and that the Confederation will never be a success until it is compelled to trust to its own resources.

It will not be wonderful if in a very short time we learn that it is the desire of the Home Government that the New Dominion, which has been bolstered long enough, should accept complete independence on easy conditions. The New Dominion is under heavy obligations to the Home Government, but we do not believe that the Home Government will lay down conditions with which it will not be easy to comply. We have good reason to believe that we are on the eve of a great change, so far as our northern neighbors are concerned. It remains to be seen how our neighbors will act.

We do not believe that the British Government will insist that the New Dominion shall declare itself in favor of a monarchy, although we cannot forget that it was originally intended to call the Confederation the "Kingdom of Canada." Nor do we find it easy to strip the present visit of Prince Arthur of a certain political character. We know well that Great Britain would like above all things to learn that the Confederation was willing to accept Prince Arthur as king. It would not at all surprise us if the men who rule the Confederation should declare themselves in favor of this policy. We have but a word to say on the subject, and we say it all the more willingly that we would spare our neighbors all unnecessary trouble—a kingdom on our northern border is impossible. It will fail as failed the last attempt to establish a monarchy in Mexico. The fate of Maximilian is worthy the attention of Prince Arthur and his friends in England. Two events which have occurred of late years have contributed to make monarchy impossible on this Continent. One of these was the failure of the Southern Rebellion; the other was the execution of Maximilian of Hapsburg. Our northern neighbors may do as they please; but they cannot have a king with comfort.

ARE THE GREENBACKS PAYABLE IN COIN?

From the N. Y. Times.

The Democratic Convention which nominated Mr. Seymour for President, declared that "where the obligations of the Government do not expressly state upon their face or the law under which they are issued does not provide that they shall be paid in coin, they ought in right and justice to be paid in the lawful money of the United States." Neither in the greenbacks nor in the promise to pay the principal of the Five-twenty bonds is it specially stated that the payment shall be made in coin, nor does the law thus in terms provide. The assertion noticed by us on Friday, that "the redemption of the greenbacks in coin is not stipulated by any act of Congress," would appear to bring them within the purview of that portion of the Democratic policy, and expose them to the purpose which the resolution announces.

We endeavored to show that by their necessary legal effect the greenbacks were payable in coin, and that a payment in another note would be no payment whatever. To this it is said that the greenbacks, when issued, were received by individuals on the tacit understanding that they should not be presented for payment until payment was authorized by Congress, which is a very different question. The issue raised was whether, when paid, they were to be paid in coin or not. That they are expressly payable in coin is perfectly clear and not again disputed, either actually or apparently.

The Government ought not to be stigmatized with repudiation for omitting to comply immediately with the precise legal effect of this promise. We had always supposed that repudiation could be predicated only of an act done, and meant, in the language of Webster, "to refuse any longer to acknowledge; to disclaim, as when a State repudiates its debts." It is not competent for Congress to decide to pay the Treasury notes in anything else than coin when providing fully for their payment. If it did, that would be repudiation, and when it is alleged with italics that "the redemption of the greenbacks in *coin* is not stipulated by any act of Congress," the allegation will generally be supposed to harmonize with the Democratic programme, which is a dangerous heresy, and the more so because plausible.

THE REPUBLICAN PARTY—SIGNS OF ITS DECAY.

From the N. Y. World.

The elements of party success are a *cause* which either appeals strongly to the interests or acts powerfully upon the feelings and sympathies of the country; and *leaders* whose credit, sagacity, vigor, and eloquence enable them to keep the popular mind in a blaze in behalf of the cause. The Republican party is ceasing to have either a taking cause or accredited leaders.

Of the original leaders by whom the Republican party was built up and guided, almost every one has fallen into discredit, and lost either his influence with the party or his interest in its success. William H. Seward, who supplied the party with ideas and watchwords, and was long its recognized chief, is as helpless an old man as was poor "King Lear" after being stripped of his hundred knights by his unthankful daughters.

John P. Hale is returning in disgrace from a second-class foreign mission. Salmon P. Chase, accounted by many Republicans their ablest statesman, has more sympathy with the Democratic than with the Republican party; and it is surmised that Charles Francis Adams, the strongest American diplomatist of this generation, is leaning the same way. These two statesmen—Chase and Adams—contributed more than any other two to the success of our civil war; the one by preventing a collapse of the finances, the other by preventing foreign intervention in aid of the Confederates. When men like these grow cold towards the party and desert it, they cause others to believe that it has accomplished its mission and that its days are numbered. John C. Fremont, the first Republican candidate for President, is quite out of politics. The Blair family have all gone over to the other side. Ben Wade is still in the party, but he has been superseded by a Democratic Senator, and no place is found for him in the new administration. Thurlow Weed has withdrawn from politics and is writing his autobiography. Horace Greeley is coming to regard negro politics as obsolete, and is doing his best to revive the old Whig issue of a protective tariff. Even Charles Sumner feels that the negro hobby has been ridden down; and as Sumner is nothing if not malignant and sensational, his last "great speech" was a venomous tirade against England.

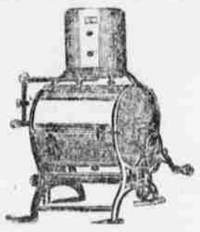
We have gone through the list of prominent leaders of the Republican party, and find that even of the few who still act with it, none is giving the strength of his mind to the old issues. The present head of the party is a recent proselyte who has taken none of the old Republican chiefs into his Cabinet or his confidence. What would become of the Liberal cause in England if Bright, and Gladstone, and Lowe, and Mill, and Forster, and all its recognized leaders, should either retire, like Achilles, to sulk in their tents, or devote their zeal and eloquence to other subjects?

The Republican cause is as obsolete and superannuated as are the Republican leaders. The only "excuse for being" which the party now gives is, that it is necessary for preserving the fruits of the war. But nobody believes that there is now any danger of secession or of the re-establishment of slavery; and where there is no further ground for either hope or fear, it is impossible to keep up any interest. Negro suffrage is the only "fruit of the war" about which Republicans can feel any concern; and as they assume the most complete confidence in the ratification of the fifteenth amendment, they stultify themselves when they pretend that there is any further place for their party in the politics of the country. The only real object of keeping up the organization is to "nuzzle 'twixt the breasts" of the Federal Treasury. But a party which has no longer any affirmative policy and lives only for "pap," is in the last stages of decay. If the Republican party had not lost all vitality, it would not have run such a man as General Grant for President. In advocating and voting for him, its tone was lowered to his key, and cannot again be raised above it. Boutwell's letter in support of Stokes, and its total want of effect, show how hopeless an undertaking it is to elevate the spirit of a party when it has been once let down, and no new issues are introduced to infuse new vigor.

The speedy discredit into which President Grant has fallen since his inauguration will hasten the downfall of the Republican party. It precludes all prospect of his renomination, and opens the door to early intrigues for the succession—intrigues which will weaken the cohesion and destroy the unity of the party. Colfax is already in training, and keeps himself in the public eye by endless journeys and constant speeches, while poor Grant is deserting his post and sneaking around the country in silence, without ability to say a word to redeem his administration from the discsteem into which it has fallen. Boutwell also aspires to be President directly under the nose of his imbecile chief, and means to use the Treasury patronage to promote his chances. Colfax and Boutwell are men of small calibre; but men of superior capacity, like Chase or Adams, understand too well that the Presidency will never again be reached through a Republican nomination.

The most recent and one of the best signs of the times is the recent Labor Congress. The trades unions are composed of men drawn indiscriminately from both political parties, and their delegates to the congress were chosen without any reference to politics. The platform adopted by the Labor Congress may therefore be taken as a fair expression of the views of the active and intelligent working classes of both political parties. That platform leans strongly to the Democratic side. The congress did not consider the negro question worth a moment's dispute. It dropped that issue entirely, and sought to occupy the minds of the laboring classes—that is, of a great majority of the population of the country—with questions of a very different character, mainly industrial and financial. Now, there is nothing which the Democratic party so much desires as to get the negro out of politics and this class of questions in. The laboring population of the country, without designing it, are becoming the allies of the Democratic party. Not only are the questions they put forward the very questions which the Democratic party wish to have discussed, but the views which they express on those questions have a strong Democratic coloring. These views will doubtless undergo some modification after the ample debate, the strict scrutiny and sifting to which they will be subjected; but the workingmen of the Democratic party will be alike satisfied if these questions can be substituted for the fanatical politics of the last ten years; not doubting that the truth has everything to gain by full and spirited discussion.

GAS LIGHT FOR THE COUNTRY.



SAFE, RELIABLE, AND ECONOMICAL.

PLACED OUTSIDE OF BUILDINGS!!

FERRIS & CO.'S

AUTOMATIC GAS MACHINES

Have been in successful operation for eleven years, and in all cases given perfect satisfaction. The light is much superior to that of city gas, at much less cost. The many accidents arising from the use of KEROSENE and COAL OIL LAMPS and worthless gas machines should induce persons to adopt a safe, economical, and satisfactory light. The simplicity of our machine, its slow motion, its superiority over all others on account of its REVOLVING evaporator, which takes up all the carbon from the material, and the fact that it will run for years without cost for repairs, recommend it above all others in the market. The machine can be seen in operation at our Office, where explanations and references will be given.

FERRIS & CO.,
6 [tuths 3m2p] No. 327 CHESNUT Street, Philada.
Best quality of GASOLINE always on hand.

HOOP SKIRTS, ETC.

1115.—HOPKINS'

HOOP-SKIRT AND CORSET MANUFACTORY AND SALESROOMS,

No. 1115 CHESNUT STREET.

Our CHAMPION SKIRTS [better and cheaper than all others. 19 to 50 springs, 25c. to $2·25. Our Keystone Skirts, 20 to 40 springs, 60c. to $1·40; New York made Skirts, from 20 to 40 springs, 45 to 75c.
R. Werley Corsets, $2·50, $3·50, $4·50.
Beckel Corsets, from $1 to $7.
Thomson's "Glove-fitting" Corsets, from $2·20 to $5.
Mrs. Moody's patent self-adjusting abdominal supporting Corsets, from $3 to $7—highly recommended by physicians, and should be examined by every lady.
Over 40 other varieties of Corsets, from 75c. to $9·50.
Skirts and Corsets made to order, altered and repaired.

WHOLESALE AND RETAIL. 7 23 3m
WILLIAM T. HOPKINS.

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

Ladies' and Gents' Watches,

AMERICAN AND IMPORTED,

Of the most celebrated makers.

FINE VEST CHAINS AND LEONTINES,

in 14 and 18 karat.

DIAMOND an other Jewelry of the latest designs.

Engagement and Wedding Rings, in 18-karat and coin.

Sold Silver-Ware for Bridal Presents, Table Cutlery, Plated Ware, etc. 3 27

ESTABLISHED 1828.

WATCHES, JEWELRY,
CLOCKS, SILVERWARE, and
FANCY GOODS.

G. W. RUSSELL,

NO. 22 N. SIXTH STREET, PHILADELPHIA.

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets,
3 25] Second floor, and late of No. 35 S. THIRD St.

J. T. EASTON. J. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS
No. 2 COENTIES SLIP, New York.
No. 18 SOUTH WHARVES, Philadelphia.
No. 45 W. PRATT Street, Baltimore.
We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the hortest notice. 6 26]

SUMMER RESORTS.

SURF HOUSE,

ATLANTIC CITY, N. J.,

WILL BE OPEN UNTIL SEPTEMBER 20.

TERMS MODERATE.

For rooms, terms, &c., address
THOMAS FARLEY, Proprietor.

Carl Sentz' Parlor Orchestra has been engaged for the season. 8 1 1m

UNITED STATES HOTEL,

ATLANTIC CITY,

WILL REMAIN OPEN UNTIL MONDAY, SEPTEMBER 6.

BROWN & WOELPPER,
8 27 6t PROPRIETORS.

THE WHITE HOUSE,

AT ATLANTIC CITY, N. J.,

located on Massachusetts avenue, is now open for the reception of visitors. The bathing opposite the house is UNSURPASSED, AND THE BATHERS ARE SECURE FROM DANGER BY THE "SAFETY FLOATS" ENCLOSING THE BATHING GROUNDS! Apply to
7 2 fmw2m WILLIAM WHITEHOUSE.

JOHN METZ'S

INLET HOUSE,
ATLANTIC CITY, NEW JERSEY.
Purest brands of Liquors. 7 2 2m

DENNIS COTTAGE, ATLANTIC CITY, N. J.
(MICHIGAN AVENUE),
Enlarged to double its former capacity, is now open for the reception of guests.
JOSEPH H. BORTON,
8 2 1m Proprietor.

WINES.

HER MAJESTY CHAMPAGNE.

DUNTON & LUSSON,

215 SOUTH FRONT STREET.

THE ATTENTION OF THE TRADE IS solicited to the following very Choice Wines, etc., for sale by

DUNTON & LUSSON,
215 SOUTH FRONT STREET.

CHAMPAGNES.—Agents for her Majesty, Duc de Montebello, Carte Bleue, Carte Blanche, and Charles Farre's Grand Vin Eugenie, and Vin Imperial, M. Kleeman & Co., of Mayence, Sparkling Moselle and RHINE WINES.
MADEIRAS.—Old Island, South Side Reserve.
SHERRIES.—F. Rudolphe, Amontillado, Topaz, Vallette, Pale and Golden Bar, Crown, etc.
PORTS.—Vinho Velho Real, Vallette, and Crown.
CLARETS—Promis Aine & Cie., Monferrand and Bordeaux, Clarets and Sauterne Wines.
GIN.—"Meder Swan."
BRANDIES.—Hennessey, Otard, Dupuy & Co.'s various vintages. 4 5

CARSTAIRS & McCALL,

Nos. 126 WALNUT and 21 GRANITE Streets,
Importers of
BRANDIES, WINES, GIN, OLIVE OIL, ETC.,
AND
COMMISSION MERCHANTS
For the sale of
PURE OLD RYE, WHEAT, AND BOURBON WHISKIES. 5 28 2p§

CARSTAIRS' OLIVE OIL—AN INVOICE of the above for sale by
CARSTAIRS & McCALL,
5 28 2p§ Nos. 126 WALNUT and 21 GRANITE Sts.

PAPER HANGINGS, ETC.

BEAN & WARD,

PLAIN AND DECORATIVE

PAPER HANGINGS,

NO. 251 SOUTH THIRD STREET,

BETWEEN WALNUT AND SPRUCE,

PHILADELPHIA.

COUNTRY WORK PROMPTLY ATTENDED TO. 2 15§

LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1033 SPRING GARDEN Street, below Eleventh, Branch, No. 507 FEDERAL Street, Camden, New Jersey. 2 25]

WINDOW GLASS.

The subscribers are manufacturing daily, 10,000 feet best quality of

AMERICAN WINDOW GLASS.

They are also constantly receiving importations of

FRENCH WINDOW GLASS.

Rough Plate and Ribbed Glass, Enamelled, Stained, Engraved, and Ground Glass, which they offer at lowest market rates.

EVANS, SHARP & WESTCOATT.
5 29 3m No. 613 MARKET Street, Philada.

LOOKING GLASSES, ETC.

ESTABLISHED 1795.

A. S. ROBINSON,

FRENCH PLATE LOOKING-GLASSES,
ENGRAVINGS,
BEAUTIFUL CHROMOS,
PAINTINGS,

Manufacturer of all kinds of

LOOKING-GLASS,
PORTRAIT, AND PICTURE FRAMES,

NO. 910 CHESNUT STREET,

3 15 Fifth door above the Continental, Phila.

ROOFING.

READY ROOFING.—This Roofing is adapted to all buildings. It can applied to
STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while under going repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon the best and cheapest in the market.
W. A. WELTON,
2 17§ No. 711 N. NINTH Street, above Coates.

TO OWNERS, ARCHITECTS, BUILDERS, AND ROOFERS.—Roofs! Yes, yes. Every size and kind, old or new. At No. 543 N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid composition roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof: Light, Tight, Durable. No cracking, pealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, certainty! One price! Call! Examine! Judge!
Agents wanted for interior counties.
4 29tf JOSEPH LEEDS, Principal.

OLD GRAVEL ROOFS COVERED OVER with Mastic Slate, and warranted for ten years.
HAMILTON & COORFER,
3 15 6m No. 45 S. TENTH Street.

NOW IS THE TIME TO CLEANSE YOUR HOUSE.

WINCHER, HARTMAN & CO.'S

WASHING AND CLEANSING POWDER

Is unequalled for scrubbing Paints, Floors, and all household use. Ask for it and take no other.
W. H. BOWMAN, Sole Agent,
4 23 6m No. 1156 FRANKFORD Road.

ALEXANDER G. CATTELL & CO.,
PRODUCE COMMISSION MERCHANTS,
No. 124 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA. 2 23]
ALEXANDER G. CATTELL. ELIJAH CATTELL.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office, S. E. corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo, and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake, and land carriage to all parts of the Union.
FIRE INSURANCES
On Merchandise generally; on Stores, Dwellings, Houses, Etc.

ASSETS OF THE COMPANY, November 1, 1868.

$200,000 United States Five Per cent. Loan, 10-40s	$208,500·00
120,000 United States Six Per Cent. Loan, 1881	126,300·00
50,000 United States Six Per Cent. Loan (for Pacific Railroad)	50,000·00
200,000 State of Pennsylvania Six Per Cent. Loan	211,375·06
125,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	128,594·00
50,000 State of New Jersey Six Per Cent. Loan	51,500·00
20,000 Penn. Rail. First Mortgage Six Per Cent. Bonds	20,200·00
25,000 Penn. Rail. Second Mort. Six Per Cent. Bonds	24,000·00
25,000 Western Penn. Rail. Mortgage Six Per Cent. Bonds (Penn. Railroad guarantee)	20,625·00
20,000 State of Tennessee Five Per Cent. Loan	21,000·00
7,000 State of Tennessee Six Per Cent. Loan	5,031·25
15,000 Germantown Gas Company, principal and Interest guaranteed by City of Philadelphia, 300 shares Stock	15,000·00
10,000 Pennsylvania Railroad Company, 200 shares Stock	11,300·00
5,000 North Pennsylvania Railroad Co., 100 shares Stock	3,500·00
20,000 Philadelphia and Southern Mail Steamship Co., 80 shares Stock	15,000·00
207,900 Loans on Bond and Mortgage, first Liens on City Properties	207,900·00
$1,100,900 Par. Cost, $1,093,504·25.	Market value, $1,130,325·25
Real Estate	36,000·00
Bills receivable for insurance made	222,486·94
Balances due at agencies, premiums on marine policies, accrued interest, and other debts due the company	40,178·88
Stock and scrip of sundry corporations, $3356. Estimated value	1,813·0
Cash in bank $116,130·08	
Cash in drawer 413·05	116,543·13
	$1,647,377·80

DIRECTORS.

Thomas C. Hand,	Edmund A. Souder,
John C. Davis,	Samuel E. Stokes,
James C. Hand,	Henry Sloan,
Theophilus Paulding,	William C. Ludwig,
Joseph H. Seal,	George G. Leiper,
Hugh Craig,	Henry C. Dallett, Jr.,
John R. Penrose,	John D. Taylor,
Jacob P. Jones,	George W. Bernadou,
James Traquair,	William G. Boulton,
Edward Darlington,	Jacob Riegel,
H. Jones Brooke,	Spencer McIlvaine,
James B. McFarland,	D. T. Morgan, Pittsburg,
Edward Laforcade,	John B. Semple, "
Joshua P. Eyre,	A. B. Berger, "

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 10 6

1829.—CHARTER PERPETUAL.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '69, $2,677,372·13

CAPITAL	$400,000·00
ACCRUED SURPLUS	1,083,523·70
PREMIUMS	1,193,843·43
UNSETTLED CLAIMS, $23,788·12.	INCOME FOR 1869, $360,000.

Losses paid since 1829, over $5,500,000

Perpetual and Temporary Policies on Liberal Terms. The Company also issues Policies on Rents of Buildings of all kinds, Ground Rents, and Mortgages.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAS. W. McALLISTER, Secretary.
THEODORE M. REGER, Assistant Secretary. 3 9

ASBURY

LIFE INSURANCE COMPANY.

No. 291 BROADWAY, corner READE Street, New York.
CASH CAPITAL $150,000
$125,000 deposited with the State of New York as security for policy holders.
LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-President and Secretary.
EMORY McCLINTOCK, Actuary.
A. E. M. PURDY, M. D., Medical Examiner.
REFERENCES BY PERMISSION.

Thomas T. Tasker,	John M. Maris,	J. B. Lippincott,
Charles Spencer,	William Divine,	James Long,
John A. Wright,	S. Morris Waln,	James Hunter,
Arthur G. Coffin,	John B. McCreary,	E. H. Worne.

In the character of its Directors, economy of management, reasonableness of rates, PARTNERSHIP PLAN OF DECLARING DIVIDENDS, no restriction in female lives, and absolute non-forfeiture of all policies, and no restriction of travel after the first year, the ASBURY presents a combination of advantages offered by no other company. Policies issued in every form, and a loan of one-third made when desired.
Special advantages offered to clergymen.
For all further information address,
JAMES M. LONGACRE,
Manager for Pennsylvania and Delaware.
Office, No. 302 WALNUT Street, Philadelphia.
FORMAN P. HOLLINSHEAD, Special Agent. 4 16§

STRICTLY MUTUAL.

Provident Life and Trust Co.

OF PHILADELPHIA.

OFFICE, No. 111 S. FOURTH STREET.

Organized to promote LIFE INSURANCE among members of the Society of Friends.
Good risks of any class accepted.
Policies issued on approved plans, at the lowest rates.
President, SAMUEL R. SHIPLEY,
Vice-President, WILLIAM C. LONGSTRETH,
Actuary, ROWLAND PARRY.
The advantages offered by this Company are unexcelled. 1 27§

INSURE AT HOME,

IN THE

Penn Mutual Life Insurance

COMPANY.

No. 921 CHESNUT STREET, PHILADELPHIA.

ASSETS, $2,000,000.

CHARTERED BY OUR OWN STATE.

MANAGED BY OUR OWN CITIZENS.

LOSSES PROMPTLY PAID.

POLICIES ISSUED ON VARIOUS PLANS.

Applications may be made at the Home Office, and at the Agencies throughout the State. [2 18§

JAMES TRAQUAIR.....PRESIDENT
SAMUEL E. STOKES.....VICE-PRESIDENT
JOHN W. HORNOR.....A. V. P. and ACTUARY
HORATIO S. STEPHENS.....SECRETARY

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.

Office S. W. Corner FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
Cash Capital $200,000·00
Cash Assets, July 1, 1869. $513,279·23.

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Nalbro Frazier,	James L. Claghorn,
John M. Atwood,	William G. Boulton,
Benjamin T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomery,
John B. Brown,	James Aertsen.

This Company insures only first-class risks, taking no specially hazardous risks whatever, such as factories mills, etc.
F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEXANDER W. WISTER, Secretary. 2 6§

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.

INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.
This Company insures from loss or damage by FIRE,
on liberal terms, on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings by deposit of premiums.
The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

DIRECTORS.

John L. Hodge,	David Lewis,
M. E. Mahony,	Benjamin Etting,
John T. Lewis,	Thomas H. Powers,
William S. Grant,	A. R. McHenry,
Robert W. Leaming,	Edmund Castillon,
D. Clark Wharton,	Samuel Wilcox,
Lawrence Lewis, Jr.,	Lewis C. Norris.

JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 4 28§

INSURANCE.

FAME INSURANCE COMPAN

No. 309 CHESNUT Street.

INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL, $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insures against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS:

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Keesler, Jr.,
Francis N. Buck,	Edward B. Orne,
Henry Lewis,	Charles Stokes,
Nathan Billes,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD, Secretary. 7 23

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

—Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	John Devereux,
Alexander Benson,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
Daniel Haddock, Jr.	

DANIEL SMITH, Jr., President.
WM. G. CROWELL, Secretary. 3 30

OFFICE OF THE INSURANCE COMPANY OF NORTH AMERICA, No. 232 WALNUT Street, Philadelphia.
Incorporated 1794. Charter Perpetual.
Assets. Capital, $500,000. $2,560,000
MARINE, INLAND, AND FIRE INSURANCE.
OVER $20,000,000 LOSSES PAID SINCE ITS ORGANIZATION.

DIRECTORS.

Arthur G. Coffin,	Francis R. Cope,
Samuel W. Jones,	Edward H. Trotter,
John A. Brown,	Edward S. Clarke,
Charles Taylor,	T. Charlton Henry,
Ambrose White,	Alfred D. Jessup,
William Welsh,	John P. White,
S. Morris Waln,	Louis C. Madeira,
John Mason,	Charles W. Cushman.
George L. Harrison,	

ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary. 2 1§

HOME LIFE INSURANCE COMPANY,

OF NEW YORK,

WALTER S. GRIFFITH, President.

A solid, safe, and reliable Company.
Assets over two million dollars ($2,000,000), most securely invested, and rapidly increasing.

A MEMBERSHIP OF OVER 10,000.

Persons contemplating assurance on their lives are invited to examine the literature of the Company, which may be had at the Philadelphia office,
Southwest corner of FOURTH and LIBRARY Streets.
6 3 thstu3m B. K. ESLER, General Agent.

IMPERIAL FIRE INSURANCE CO.

LONDON.

ESTABLISHED 1803.

Paid-up Capital and Accumulated Funds,

$8,000,000 IN GOLD.

PREVOST & HERRING, Agents,

2 4§ No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST. CHAS. P. HERRING

NEW PUBLICATIONS.

BUREAU VERITAS

(FRENCH LLOYDS).

INTERNATIONAL REGISTER FOR CLASSIFICATION OF VESSELS.

THE REGISTER VERITAS, containing the Classification of Vessels surveyed in the Continental, British and American ports, for the year 1869, is FOR SALE by the Agents in New York.
ALF MERIAN & CO.,
4 26 No. 49 EXCHANGE PLACE.

PHILOSOPHY OF MARRIAGE.—A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects—How to Live, and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Cause of Indigestion; Flatulence and Nervous Diseases Accounted For; Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post-paid, on receipt of 25 cents, by addressing W. A. LEARY, JR., S. E. corner of FIFTH and WALNUT Streets, Philadelphia. 2 3§

LUMBER.

1869 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1869

1869 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1869

1869 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1869

1869 WALNUT BDS. AND PLANK. WALNUT BDS. AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1869

1869 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1869

1869 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1869

1869 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1869

1869 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1869

1869 CEDAR SHINGLES. CYPRESS SHINGLES. 1869
MAULE, BROTHER & CO.,
4 1§ No. 2350 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—1 COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS, YELLOW AND SAP PINE FLOORINGS, 1¼ and 4/4. SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY. Together with a general assortment

NEWS SUMMARY.

City Affairs.

—The following were admitted to the Pennsylvania Hospital yesterday:—William Price, shot in the side while trying to escape from Sergeant Ward, at the fire at Second and Greenwich streets, on Sunday morning. Elizabeth Soper, shot in the hand and stomach by her husband, while on a canal boat at Catharine street wharf. John Mullen, aged forty-five years, living at No. 1718 Afton street, leg broken. John Henry, aged twenty-six years, living at Phœnixville, badly scalded by the explosion of a boiler at the above place.

—Last evening, about 10 o'clock, the police made a descent upon two houses, one at the corner of Crown and Vine, and the other No. 417 Vine street, of which the proprietors were charged with keeping disorderly houses. The inmates, seventeen in number, were arrested and taken to the Central Station, where the two proprietors were held in $1000 each to answer at court, while the inmates were held in $300 to keep the peace. The complaint was made by parties who complained that the noise interfered with the peace of the neighborhood.

—A young man was arrested last evening on the charge of swindling several storekeepers on Third street and on Market street. He represented that he was in the employment of Mr. Bernheim, storekeeper on Eighth street, and that he had been sent by that person to obtain silks and other goods. From one firm he got from ninety-five to one hundred dollars' worth of silks. He was held for a further hearing.

—The stated meeting of the Board of Guardians of the Poor was held yesterday afternoon at the Blockley Almshouse, President John M. Whitall in the chair. The House Agent reported the census of the house on Saturday, the 28th inst., at 2954; same time last year, 2969—being a decrease of 15.

—Though rain is reported to have fallen in considerable quantities along the line of the Schuylkill river, there has been no perceptible change in the height of the river. The water has not recommenced flowing over the dam, and at present there is no indication of its rising.

Domestic Affairs.

—Gold closed yesterday at 133¼.

—A Cabinet meeting will be held to-day at the Capitol.

—Two hundred Canadian Masons are visiting Rochester, N. Y.

—George Peabody left White Sulphur Springs, yesterday, considerably improved in health.

—Jacob R. Bear, United States Express agent and telegraph operator at Brownsville, Neb., absconded on the 27th with $12,000 of the company's money.

—By the burning of their skirt and shawl factory, at Tremont, on Sunday, William Hoffman & Co. lose $60,000. The insurance amounted to $50,000.

—For the quarter ending June 30, ultimo, the product from whales in American fisheries amounted to $2,668,749, and the products of other fisheries, $261,856.

—A band of ruffians are prowling through Tennessee, whipping negroes and driving them from their land. The planters, it is thought, will form vigilance committees to protect their laborers.

Foreign Affairs.

—A bank has suspended in Vienna; the name is not given.

—Fifty bishops have declined to attend the Œcumenical Council.

—Mr. Mayo, a farmer of Newport, Ireland, was murdered on Sunday. The assassin has not been caught.

—Vessels of all nationalities, of a less draft than seven-and-half metres, may navigate the Suez Canal.

—Twenty Christian missionaries have been lately massacred by the Chinese in the Province of Szchuen.

—The Supreme Court of Hungary has approved the impeachment of Prince Kara Georgewich for the murder of the Prince of Servia.

—Minister McMahon will soon return to the United States, via England. He reports the British subjects with Lopez as well treated and satisfied, and not anxious to leave the country.

LONDON, Aug. 30.—The *Times* says:—"The issue of the Anglo-American boat-race is no inapt illustration of the differences between the two nations. The Englishmen were heavier than the Harvards, but it remains doubtful to which side the balance of strength inclined, as, for gallantry, energy, and pluck, the Harvards showed an example we may humbly hope to equal, but cannot excel. The victory was a victory of education; and here the advantage was all on our side. We live a close life. Competition is sharper. Lessons passed are searching, and the margin of our lines is so narrow that every possible economy of strength is utilized. Rowing with us is a science, developed by men who made it their business, and knew that in contests the slightest wrinkle told. Thus Oxford knew precisely where to abstain as well as where to abound. The advantage is not without drawbacks, for nations, like men, should have a reserve of natural endowment, so as to be better able to meet days when the progress of others has equalized the benefits of training."

HAVANA, Aug. 30.—Domingo Ferrera, a member of the Vigilance Committee, who were appointed by the Government to enforce the collection of customs, has been dismissed for engaging in contraband traffic.

HAVANA, Aug. 30.—Letters from the jurisdiction of Colon state that the insurgents left that quarter, going eastward, and taking with them all the slaves of the San Antonio estate.

Governor Trillo, of Sagua la Grande, surprised the insurgents at Encrucijada, and killed twelve.

The "Te Deum" is ordered in the churches of Puerto Principe, for the disappearance of the cholera.

Captain Meola, with one hundred men, killed ten insurgents and took thirteen prisoners, near Cubetas, in the jurisdiction of Puerto Principe.

The *Diario*, editorially, in its monthly review for the Spanish steamer, regrets its inability to send flattering notices regarding the suppression of the insurrection, but reiterates the statement that the Spaniards are completely in the ascendancy in seven jurisdictions of Eastern and Central Departments.

THE COAL TROUBLE.

The Riot that was Expected Last Night.

SCRANTON, Aug. 30—10 P. M.—The matter of a resumption of work by the miners of Hyde Park is still in doubt. A number of mines were worked to-day by men who had decided to accept the terms offered, notwithstanding there were several hundred men here from neighboring mines for the purpose of forcibly preventing a resumption.

The Mayor issued a proclamation calling upon the citizens to protect the working miners. The citizens are accordingly organizing, and thus far no harsh measures have been resorted to. In the meantime many of the miners who had gone to work became intimidated, and stopped. Another miners' meeting is to be held here to-morrow.

Several hundred of the Hyde Park miners, who some weeks since went to the Lehigh region, have returned, with their tools, to their homes, which is an indication of resumption. It is estimated that not less than twelve hundred miners, from different sections, have arrived here during the day. Many of them are armed, and prepared for a fight.

This afternoon it was thought the authorities would be compelled to appeal to the Governor for military aid, but as no flagrant breach of the peace has yet occurred, this measure has not been resorted to.

It is feared that the meeting at Hyde Park to-morrow will culminate in a riot, which, once commenced, will be difficult to quell.

The streets are filled with people to-night, all engaged in discussing mining matters. The men from abroad evince a determination to prevent operations on any but the *basis* prices.

WILKESBARRE, Aug. 30.—The fire in Pine Grove mine still burns with unabated fury. The company are making preparations to flood it. This process will require considerable time, as the lower vein must be filled before the upper one, which contains the fire, can be reached.

SCRANTON, Aug. 30.—One thousand to fifteen hundred men from the coal fields north and south of this city arrived here to-day, by rail and wagons. Their avowed purpose is to prevent the coal miners of the Delaware, Lackawanna, and Western Railroad Company from continuing at work. They are now holding their second meeting, but have taken no forcible action so far. Meetings of citizens have been held at the call of the Mayor, to protect the miners. Volunteers are fast enrolling. A meeting of Select Council is called for this evening. There is much excitement.

SCRANTON, Aug. 30—11 P. M.—All is quiet here to-night. Bars and saloons were closed by order of Mayor Hill. Four hundred special police have been sworn in and seven hundred citizens enrolled as volunteers, under command of Colonel Charles E. Royce. All the coal mines are heavily guarded.

At the request of miners belonging here but employed in other districts, who have returned since it was voted to resume work, that question has been referred, and a final ballot will be taken by the Miners' Union at 10 o'clock to-morrow morning. Six mines were worked to-day, but none with a full force.

Many miners from other localities left on evening trains. The miners of the Delaware and Hudson Canal Company, at Oliphant, voted to-day to resume work.

DISASTER.

Particulars of the Explosion at Phœnixville Yesterday—Scenes and Incidents—The Killed and Wounded.

In addition to our despatches of yesterday, announcing in brief the details of the explosion at Phœnixville, we have the following:—

PHŒNIXVILLE, Pa., Aug. 30.—A few minutes before 7 o'clock this morning boiler No. 20, on the south side of the north mill of the Phœnix Iron Company, at this place, exploded with terrific force, causing loss of life to those in the vicinity and destruction to the neighboring property. The boiler was a double one, the steam boiler being uppermost, and underneath, a smaller one, designated as a mud drum. The steam boiler was 40 inches in diameter, and the mud drum 28 inches. Both were 20 feet long.

The head of the steam boiler was wrenched from its position, and thrown in a contrary direction to the force for a distance of over one hundred feet through the air, striking a blacksmith's shop and rebounding some feet. Part of the wall of the shop was knocked down by the fragment, which weighs probably six hundred pounds. This piece is gnarled, twisted and battered in such a manner as to be scarcely recognizable. Several men who were in the shop made narrow escapes.

The remainder of the double boiler was blown up into the air and then in a horizontal direction for a distance of sixty feet, lodging in or on a large pile of lumber, one end thrusting through the roof of the mill. The heavy beams and masses of brickwork and masonry in its path were broken up and scattered in a style to show that they impeded the terrific force of the explosion in but a slight degree. The bricks and other material around the boiler were thrown in all directions, inflicting slight wounds on a number of persons.

Samuel Ortlip, a laborer, who was working near by the boiler, was terribly scalded internally, and died of his injuries about 12 o'clock.

Augustus Pohl, a German, was driving a cart in the immediate vicinity of the spot, and was struck by the stream of the escaping steam, and also by the debris, being scalded outwardly and inwardly, and having both legs broken. The flesh was literally stripped off one leg, thus exhibiting a heart-sickening spectacle. He lingered until mid-day, when death relieved him from his excruciating agonies.

Charles McDermott, a puddler, was seriously injured by being crushed by the falling ruins. He was also scalded badly. John Henry, a puddler's helper, was injured in a like manner. Both are in a very critical condition, and although hopes are entertained of their recovery, yet the probabilities are that they will not survive. The latter was sent to the Pennsylvania Hospital in Philadelphia.

Besides these the following hands were somewhat injured:—John P. Jones, Abram Mordy, and Francis Radfurn. Several others were injured, but their wounds were not of such a character as to occasion them much pain or hinder them from work after a short time.

The exploded boiler shows every indication of being red hot at the time of the disaster, and such is reported to have been the case, but although many theories are rife in regard to the cause, it is not probable that the true one will ever be definitely ascertained.

The boiler has been in operation for several years, and is said to have been perfectly sound, and, indeed, the iron bears no appearance of a flaw. It was blown out about five days ago and thoroughly examined, and no thought was entertained that any accident could possibly occur to it.

The mill is a very large one, and employs at present about 1200 men, and it is almost a miracle that more were not hurt, as the erratic course of the boiler in its flight led it to where a large number of hands are almost constantly employed.

The mill is run both night and day, and the different gangs change at seven o'clock, and as it was near this hour when the explosion occurred, many of the night hands had left their labors and were preparing to depart. To this can be ascribed the fortunate escape of many. A large number of the men were thrown to the ground, as it was, and several described their sensation as that of choking. Had it not been for this, probably it would be necessary to record the scalding of many more, but the recumbent position allowed the escaping steam to pass over them.

The noise of the explosion was heard some distance, but on account of the constant noise in the mill it was not much remarked. Nearly all of the inhabitants of Phœnixville are intimately connected with the works, more than half the population gaining their livelihood from them, and as soon as the news spread a scene of the wildest excitement ensued. Frantic women and children rushed to the entrance from all directions, each fearing that some dear one was either dead or injured.

A very short time sufficed to ascertain the names of those injured, when all sympathy was extended to the bereaved ones. Throughout the whole day the explosion was on every lip, and numbers of persons came from the surrounding country to learn the truth of the exaggerated reports that had reached them.

—Among the usual agricultural implements now manufactured in Great Britain are large numbers of elephant plows, which are forwarded by way of the Mediterranean, the Isthmus of Suez, and the Red Sea and Indian Ocean, to the place of their destination. Every morning, at sunrise, the elephant takes his mahout by the waist belt, places him on his back, and starts into the field. Two assistants guide the plow-handles, and as long as the sun is above the horizon the elephant marches along, throwing up a huge ridge behind him, the furrow having a breadth of four and a half feet and a depth of three.

—The Bristol (Tenn.) *News* says of the curious statement made in Pollard's "Life of Jefferson Davis" of the secreting of important Confederate documents—a statement which was at first dismissed as sensational, but now recurs with an appearance of truth:—"It is very certain that but little of this correspondence ever fell into the hands of the Federals, and neither they nor Mr. Pollard have ever been permitted to examine it; for the writer of this saw that which is probably most valuable sealed and placed within the vaults of a Montreal bank not two years ago, and unless it has been removed within twelve months, it yet remains there, secure against every intruder."

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES....5'25 | MOON RISES.....Morn
SUN SETS....6'34 | HIGH WATER.....9'58

PHILADELPHIA BOARD OF TRADE.

JOHN C. JAMES, C. B. DURBOROW, THOMAS L. GILLESPIE, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Celia	London	New York	Aug. 11
Nesterian	Liverpool	Quebec	Aug. [illegible]
Columbia	Glasgow	New York	Aug. 19
China	Liverpool	New York	Aug. 21
Allemannia	Havre	New York	Aug. 21
America	Havre	New York	Aug. 21
European	Liverpool	Quebec	Aug. 21
Rhein	Southampton	New York	Aug. [illegible]
Siberia	Liverpool	New York via Bos.	Aug. 24
Minnesota	Liverpool	New York	Aug. 25
Virginia	Liverpool	New York	Aug. 25
C. of Washington	Liverpool	New York	Aug. 26

FOR EUROPE.

Silesia	New York	Hamburg	Aug. 31
Cuba	New York	Liverpool	Sept. 1
Manhattan	New York	Liverpool	Sept. 1
Tarifa	New York	Liverpool	Sept. 2
Deutchland	New York	Bremen	Sept. 2
C. of Dublin	New York	Antwep	Sept. 3
England	New York	Liverpool	Sept. 4
C. of Brooklyn	New York	Liverpool	Sept. 4
Pereire	New York	Havre	Sept. 4
Britannia	New York	Glasgow	Sept. 4

COASTWISE, DOMESTIC, ETC.

Arizona	New York	Aspinwall	Sept. 1
Missouri	New York	Havana	Sept. 2
Moro Castle	New York	Havana	Sept. 2
J. W. Everman	Philada	Charleston	Sept. 3
C. of Mexico	New York	Vera Cruz	Sept. 6
South America	New York	Rio Janeiro	Sept. 23

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamer H. L. Gaw, Iler, Baltimore, A. Groves, Jr.
Br. barque Bessie Harris, Allen, Liverpool, Peter Wright & Sons.
Schr E. H. Lennig, Brower, Boston, Tyler & Co.
Schr J. J. Little, Little, Lynn, Bialston, Graeff & Co.
Schr Matilda Brooks, Oaks, Dighton, do.
Schr Albert Pharo, Shourds, Providence, do.
Schr Sterge, Hardenbush, Portland, do.
Schr J. W. Drisko, Hieskell, Beverly, do.
Schr Flora King, Crook, Rockport, do.
Schr Elouise, Herrick, Newburyport, do.
Barge Read. RE. No. 59, Gum, Brooklyn, N.Y. do.
Barge G. Patterson, Brady, Pierrepont, do.
Tug Hudson, Nicholson, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug Chesapeake, Morrihew, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED YESTERDAY.

Steamship Whirlwind, Sherman, 36 hours from Providence, with mdse. to D. S. Stetson & Co. Passed, in the bay, brig Mary C. Leighton, from Jamaica, bound up.
Steamship Norman, Crowell, 48 hours from Boston, with mdse. and passengers to Henry Winsor & Co.
Steamer H. L. Gaw, Iler, 13 hours from Baltimore, with mdse. to A. Groves, Jr.
Steamer S. C. Walker, Sherin, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer Fannie, Fenton, 24 hours from New York, with mdse. to W. M. Baird & Co.
Barque Mary C. Fox, Rost, 25 days from Cienfuegos, with sugar to S. & W. Welsh—vessel to Warren & Gregg.
Brig Ellen P. Stewart, Holland, 10 days from Cienfuegos, with sugar to S. & W. Welsh. Left brig C. V. Williams, for New York, to sail on the 30th. Br. schr Queen of Clippers, sailed from Cienfuegos 18th inst. for Boston.
Schr Geo. Marshall, 1 day from Lewes, Del., with grain to Jas. L. Bewley & Co.
Schr D. H. Merriman, Tracey, 1 day from Indian River Del., with grain to Jas. L. Bewley & Co.
Schr G. E. Murney, Murney, from Providence.
Schr J. W. Wainwright, Abraham, from Boston.
Schr J. C. Henry, Dickens, from Lynn.
Schr Sophia Ann, Baker, from New York.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, August 31.—The following boats left here in tow this morning:—
Walker Frick, with lumber, for Norwalk, Conn.
W. W. Mayberry, with lumber, for New York.
Eton, with coal to W. L. Lance.
Arthur, with coal to W. L. Lance.
Lizzie, with coal, for Wilmington.
Ada, with lumber to Taylor & Son.
Lycoming, with flint, for Trenton.
Lazoo, with lumber, for New York.
San Socia, with lumber, for New York.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, August 30.—Six barges leave in tow to-night for Baltimore, light.
G. M. Burritt, with brimstone, for Philadelphia.
BALTIMORE BRANCH OFFICE, August 30.—The following barges leave in tow to-night, eastward:—
F. H. Parke, Major O'Reilly, Wm. Crosthwaite, Alpha, United Brothers, Nightingale, A. L. Mason, and G. H. Stewart, all with coal, for New York. L. S. C.

MEMORANDA.

Steamship Yazoo, Catherine, hence, at New Orleans A. M. 25th inst., and was to return 4th prox. via Havana.
Steamship Roman, hence, at Boston 28th inst.
Steamer Rattlesnake, Beckett, hence, at Salem 28th instant.
Barque Daphne, Weisser, hence for Stettin, passed Elsinore 13th inst.
Brig Solides Gloria, Wienaud, for Philadelphia, cleared at Rotterdam 14th inst.
Brig Bloomer, Ghaddock, hence, at London 16th inst.
Brig Meteor, Anderson, hence, at Boston 28th inst.
Brigs Charles Miller, Gliky; Levi Stevens, Stevens; and A. M. Roberts, Doak, hence, at Boston 26th inst.
Brig Leonard Meyers, Hicks, was at Lagunaya 4th inst.
Brig Friede, Timmerman, hence, at Genoa 12th inst.
Schr J. A. Parsons, Stephens, hence, at Portsmouth, N. H. 28th inst.
Schr Eliza S. Potter, hence, at Norwich 27th inst.
Schr E. A. Conklin, hence, at New London 27th inst.
Schrs Philanthropist, Warren, hence for Bingham; Connecticut, Pendleton, do. for Provincetown, sailed from Holmes' Hole A. M. 27th inst.
Schrs Lyra, Haskell, from Calais, and Lena Hume, Appleby, from Eastport, both for Philadelphia, at Holmes' Hole P. M. 27th inst., and sailed again next day.
Schr Watauga, Franklin, at Jacksonville 21st inst. from Savannah.
Schrs Ella, Fish, and L. Wheeler, Lewis, hence, at Portland 27th inst.
Schrs J. H. Ferry, Kelley; Golden Eagle, Howes; and R. H. Huntley, Nickerson, hence, at New Bedford 27th instant.
Schrs Charles H. Moller, Chase; J. M. Broomall, Douglass; and Joseph Baymore, Burdge, cleared at Boston 28th inst. for Philadelphia, the latter via Saco.
Schrs Helene, Baker, and Sarah Bruen, Fisher, were loading at Wilmington, N. C., 24th inst., for Philadelphia.
Schr Problem, Cromwell, hence, at Richmond 28th instant.
Schr Little Rock, Hickman, hence, at Norfolk 27th inst.

CORN EXCHANGE BAG MANUFACTORY,
JOHN T. BAILEY,
N. E. corner of MARKET and WATER Streets, Philadelphia.
DEALER IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand.
2 25 Also, WOOL Sd KS.

LEGAL NOTICES.

ESTATE OF JOHN W. GRIGG.—LETTERS testamentary having been granted by the Register of the city and county of Philadelphia upon the will of JOHN W. GRIGG, deceased, all persons having claims on the deceased are requested to notify the Executors, and all persons indebted are requested to make payment to
GEORGE W. RIDDLE,
No. 208 S. FIFTH Street,
Or to
CHARES B. DUNN,
No. 220 WALNUT Street,
8 30 tf Executors.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of GEORGE F. STUCKERT, deceased.
The Auditor appointed by the Court to audit, settle, and adjust the account of HOLSTEIN DE HAVEN, Administrator of estate of GEORGE F. STUCKERT, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on TUESDAY, September 14, 1869, at 4 o'clock P. M., at his office, No. 311 ARCH Street, in the city of Philadelphia.
W. MOYLAN LANSDALE,
8 28 stuth5t* Auditor.

WINDOW SCREEN.

A GOOD THING.

IMPORTANT TO HOUSEKEEPERS HOTELS, BANKS, OFFICES, ETC.
The Patent Adjustable Window Screen
WILL FIT ANY WINDOW,
Give ventilation and light, screen from view, and exclude
FLIES, MOSQUITOES,
AND OTHER INSECTS.
For sale by Dealers in House-furnishing Goods.
THE ADJUSTABLE WINDOW SCREEN COMPANY,
SOLE MANUFACTURERS,
6 12 stuth3m No. 623 MARKET St., Philadelphia.

CARRIAGES.

GARDNER & FLEMING,
CARRIAGE BUILDERS,
No. 214 South FIFTH Street,
BELOW WALNUT.
A Large Assortment of New and Second-hand
CARRIAGES,
INCLUDING
Rockaways, Phætons, Jenny Linds, Buggies
Depot Wagons, Etc. Etc., [3 23 tuths
For Sale at Reduced Prices.

BLANK BOOKS.

BLANK BOOKS.
The Largest Stock and Greatest Variety
OF
FULL AND HALF-BOUND
BLANK BOOKS,
MEMORANDUM, PASS,
COPY-BOOKS, ETC. ETC.
To be found in this city, is at the
OLD ESTABLISHED
Blank Book Manufactory
OF
JAS. B. SMITH & CO.,
No. 27 South SEVENTH St.,
6 18 thstu3m PHILADELPHIA.
OFFICE AND SALESROOM, FIRST FLOOR; WAREROOMS, UP STAIRS.

HOSIERY GOODS.

J. WILLIAM HOFMANN,
No. 9 N. EIGHTH Street, Philadelphia,
Dealer in Hosiery Goods,
Offers for sale a large assortment of Hosiery, for Ladies', Gents', an Children's wear; Socks, three-quarter Socks, and Long Hose, of English and German manufacture.
UNDERWEAR
Of Cartwright & Warner's manufacture, acknowledged to be the bes imported.
Also, the Norfolk and New Brunswick, acknowledged to be the bes of American Goods.
These Goods in all sizes, for 4 7 wsly
Spring and Summer Wear.

CARPENTERS AND BUILDERS.

R. R. THOMAS & CO.,
DEALERS IN
Doors, Blinds, Sash, Shutters
WINDOW FRAMES, ETC.,
N. W. CORNER OF
EIGHTEENTH and MARKET Streets,
5 26 3m PHILADELPHIA.

GEORGE PLOWMAN,
CARPENTER AND BUILDER,
No. 134 DOCK STRET, PHILAEEDLPHIA. 3 8

GENT.'S FURNISHING GOODS.

H. S. K. G.
Harris' Seamless Kid Gloves.
EVERY PAIR WARRANTED.
EXCLUSIVE AGENTS FOR GENTS' GLOVES.
J. W. SCOTT & CO.,
5 27 rp No. 814 CHESNUT Street.

PATENT SHOULDER-SEAM
SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 2 No. 706 CHESNUT Street.

ICE CREAM AND WATER ICE.

THE NEAPOLITAN
ICE CREAM AND WATER ICES.
THE PUREST AND BEST IN THE WORLD.
This celebrated Brick Ice Cream and Water Ice can be carried in a paper to any part of the city, as you would candy. Fifteen or twenty different kinds of them are kept constantly on hand, and ONE HUNDRED DIFFERENT FLAVORS can be made to order for those who desire to have something never before seen in the United States, and superior to any Ice Cream made in Europe.
Principal Depot—No. 1224 WALNUT Street.
Branch Store—No. 1020 SPRING GARDEN Street.
F. J. ALLEGRETTI.
6 15

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc. No. 233 CHESNUT Street, Philadelphia. 4 1 wfm3

EMPIRE SLATE MANTEL WORKS.—J. B. KIMES, No. 232 CHESNUT Street. 11 3 wfm3

PATENTS.

PATENT OFFICES,
N. W. Corner FOURTH and CHESNUT,
(Entrance on FOURTH street).
FRANCIS D. PASTORIUS,
SOLICITOR OF PATENTS.
Patents procured for inventions in the United States and Foreign Countries, and all business relating to the same promptly transacted. Call or send for circulars on Patents.
Open till 9 o'clock every evening. 3 6 smth3

PATENT OFFICES,
N. W. Corner FOURTH and WALNUT,
PHILADELPHIA.
FEES LESS THAN ANY OTHER RELIABLE AGENCY.
Send for pamphlet on Patents.
3 4 thstu1 CHARLES H. EVANS.

STATE RIGHTS FOR SALE.—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.
5 27 tf MUNDY & HOFFMAN.

GOVERNMENT SALES.

AUCTION SALE OF HOSPITAL BEDDING, CLOTHING, DRESSINGS, ETC.

ASSISTANT MEDICAL PURVEYOR'S OFFICE,
WASHINGTON, D. C., Aug. 30, 1869.

Will be sold at Public Auction, in this city, on TUESDAY, the 28th day of September, 1869, at Judiciary Square Depot, E street, between Fourth and Fifth streets, at 10 A. M., a large quantity of Hospital Property, consisting of
BEDDING, CLOTHING, AND DRESSINGS,
among which will be found the following, viz.:—
3,000 Bed Sacks.
2,500 Blankets.
4,000 Counterpanes.
4,000 Gutta Percha Bed Covers.
4,500 Hair Pillows.
5,000 Pillow Cases.
5,000 Linen Sheets.
15,000 Drawers.
25,000 Shirts.
3,000 Socks.
10,000 dozen Roller Bandages.
Also—
Napkins.
Cotton and Woollen Tape.
Picked Lint.
Cotton Wadding.
Red Flannel.
Saddlers' Silk.
Linen Thread.
14,000 pounds of Condensed Milk.
20,000 pounds of Beef Extract.
All the above articles are new and never have been used. Catalogues containing full particulars ready ten days before sale.
Terms—Cash, in Government funds; 25 per cent. deposit required at time of sale, and all goods to be removed in five days.
CHARLES SUTHERLAND,
Assistant Medical Purveyor, Brevet Colonel United States Army. 8 30 6t

PROPOSALS.

OFFICE OF THE COMMISSIONERS OF THE SINKING FUND.

TREASURY DEPARTMENT OF PENNSYLVANIA,
HARRISBURG, August 30, 1869.

Sealed bids will be received for the redemption of ONE MILLION DOLLARS of the loan of the Commonwealth of Pennsylvania, due July 1, 1870, until 12 o'clock M., October 1, 1869. Communications to be addressed to R. W. MACKEY, Esq., State Treasurer, Harrisburg, Pennsylvania, and endorsed Bid for Redemption of State Loan.

F. JORDAN,
Secretary of State.
J. F. HARTRANFT,
Auditor-General.
R. W. MACKEY,
State Treasurer.
Commissioners of the Sinking Fund.

N. B.—No newspaper publishing the above without authority will receive pay therefor. 8 23 1m

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.
N. E Corner FOURTH and RACE Sts.
PHILADELPHIA,
WHOLESALE DRUGGISTS
Importers and Manufacturers of
White Lead and Colored Paints, Putty, Varnishes, Etc.
AGENTS FOR THE CELEBRATED
FRENCH ZINC PAINTS,
Dealers and consumers supplied at lowest prices for cash. 12 4 6

MERRICK & SONS
SOUTHWARK FOUNDRY,
No. 430 WASHINGTON AVENUE, Philadelphia.
WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM ENGINE,
Regulated by the Governor.
MERRICK'S SAFETY HOISTING MACHINE, Patented June, 1868.
DAVID JOY'S
PATENT VALVELESS STEAM HAMMER.
D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING CENTRIFUGAL SUGAR-DRAINING MACHINE AND HYDRO EXTRACTOR.
For Cotton or Woollen Manufacturers. 7 10 mw3
J. VAUGHN MERRICK, WILLIAM H. MERRICK.
JOHN E. COPE.

WIRE WORK.

GALVANIZED and Painted WIRE GUARDS, store fronts and windows, for factory and warehouse windows, for churches and cellar windows.
IRON and WIRE RAILINGS, for balconies, offices cemetery and garden fences.
Liberal allowance made to Contractors, Builders and Carpenters. All orders filled with promptness and work guaranteed.
ROBERT WOOD & CO.,
7 3 stuth6m No. 1126 RIDGE Avenue Phila.

BARGH, FARRELL & WARREN
DEALERS IN PAPERS
OF ALL KINDS,
NO. 631 CHESNUT STREET
AND
NO. 624 JAYNE STREET,
7 6 2m PHILADELPHIA.

NORNY'S TASTELESS
Fruit Preserving Powder,
Is warranted to keep Strawberries superior to any known process, as well as other fruit, without being air-tight. Price, 50 cents a package. Sold by the grocers.
ZANE, NORNY & CO., Proprietors.
5 29 dm No. 136 North SECOND St., Philada.

DR. KINKELIN CAN BE CONSULTED ON all diseases of a certain specialty. Office hours, 8 to 8. No. 39 S. ELEVENTH Street. 5 6

AMUSEMENTS.

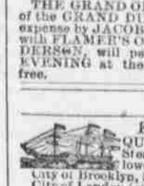
WALNUT ST. THEATRE.—BEGINS AT 8.
THIS (Tuesday) EVENING, August 31,
Last week of the charming Actress and Vocalist, and the eminent Comedian,
HARRY AND ROSE WATKINS,
(Formerly Miss Rosina Shaw).
Last night of a new romantic Drama of the American Revolution, entitled
THE PIONEER PATRIOT;
OR, THE MAID OF THE WAR PATH.
Jocko, the Deformed.....HARRY WATKINS
Isabel Carleton (with songs).....ROSIE WATKINS
To commence with the elegant Comedy of
FIT TO BE A DUCHESS.
Francine Preval (with songs).....ROSE WATKINS
Marquis de Richeville, a Niece.....Mr. H. WATKINS
WEDNESDAY—KATHLEEN MAVOURNEEN.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins ¼ to 8.
Business Agent and Treasurer.....JOSEPH D. MURPHY
THE LYDIA THOMPSON BURLESQUE TROUPE.
MONDAY AND EVERY EVENING.
H. B. Farnie's Localized Burlesque,
SINBAD THE SAILOR,
with New Scenery by Charles Hawthorne.
Miss LYDIA THOMPSON as SINBAD and THE GIRL OF THE PERIOD.
Seats secured 6 days in advance. 8 30

FOX'S AMERICAN THEATRE—WALNUT above EIGHTH—COMMENCEMENT OF THE FALL SEASON. The greatest combination of Artists in the known world. New Ballets, new Songs, new Minstrel Acts, new Drama, etc., forming in all a tremendous bill. Matinee on Saturday afternoon at 2 o'clock. 8 30 tf

VALER'S (LATE MILLER'S) WINTER GARDEN Nos. 720, 722, 724, and 726 VINE Street. THE GRAND ORCHESTRION, formerly the property of the GRAND DUKE OF BADEN, purchased at great expense by JACOB VALER, of this city, in combination with FLAMER'S ORCHESTRA and Miss NELLIE ANDERSON, will perform EVERY AFTERNOON and EVENING at the above-mentioned place. Admission free. 113tf

SHIPPING.



FOR LIVERPOOL AND QUEENSTOWN—Inman Line of Mail Steamers are appointed to sail as follows:—
City of Brooklyn, Saturday, September 4, at 1 P. M.
City of London (via Halifax), Tuesday, Sept. 7, at 1 P. M.
City of Washington, Saturday, Sept. 11, at 10 A. M.
City of Antwerp, Saturday, Sept. 18, at 1 P. M.
City of Baltimore, via Halifax, Tuesday, Sept. 21, at 1 P. M.
And each succeeding Saturday and alternate Tuesday, from Pier 45, North River.
RATES OF PASSAGE.
BY THE MAIL STEAMER SAILING EVERY SATURDAY.
Payable in Gold. Payable in Currency.
FIRST CABIN.....$100 | STEERAGE.....$35
To London.....105 | To London.....40
To Paris.....115 | To Paris.....47
PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.
FIRST CABIN. STEERAGE.
Payable in Gold. Payable in Currency
Liverpool.....$80 | Liverpool.....$30
Halifax.....20 | Halifax.....15
St. John's, N. F., by Branch Steamer.....45 | St. John's, N. F., by Branch Steamer.....30
Passengers forwarded to Havre, Hamburg, Bremen, etc. at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the Company's Office
JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y
or to O'DONNELL & FAULK, Agents,
4 5 No. 411 CHESNUT Street, Philadelphia.

CHARLESTON, S. C
THE SOUTH AND SOUTHWEST.
FAST FREIGHT LINE,
EVERY THURSDAY.
The Steamships PROMETHEUS, Captain Gray, and J. W. EVERMAN, Captain Hinckley,
WILL FORM A REGULAR WEEKLY LINE,
The steamship J. W. EVERMAN will sail on THURSDAY, September 2, at 4 P. M.
Through bills of lading given in connection with S. C. R. R. to points in the South and Southwest.
Insurance at lowest rates. Rates of freight as low as by any other route. For freight, apply to
E. A. SOUDER & CO.,
2 22 tf DOCK STREET WHARF.

ONLY DIRECT LINE TO FRANCE
THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.
The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North river, every Saturday.
PRICE OF PASSAGE
in gold (including wine).
TO BREST OR HAVRE.
First Cabin.....$140 | Second Cabin.....$85
TO PARIS.
(Including railway tickets, furnished on board.)
First Cabin.....$145 | Second Cabin.....$85
These steamers do not carry steerage passengers.
Medical attendance free of charge.
American travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.
GEORGE MACKENZIE, Agent,
No. 55 BROADWAY, New York.
For passage in Philadelphia, apply at Adams' Express Company, to
H. L. LEAF,
1 27 No. 330 CHESNUT Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
EVERY SATURDAY.
At noon, from FIRST WHARF above MARKET Street.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium carrying every

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
NO. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet); or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

TUESDAY, AUGUST 31, 1869.

ARE WE BECOMING INDIANS?

CERTAIN *savans* of Europe have ceased for a while their ponderous speculations on the habits of the megatherium and the food of the ichthyosaurus, and casting aside their favorite Dryasdust topics, they are bending all the energies of their mighty minds to an establishment of the theory that "Americans are rapidly assuming the physical characteristics of Indians." "A scientific gentleman of Philadelphia," who has very prudently concealed his name, has unhappily exposed to a Frenchman the family secrets which he should have kept closely locked in the recesses of his scientific breast, but as the Frenchman has cruelly blabbed them to the world, and the worst is now known, we may as well repeat here the evidence he has given to support the indictment which has been brought against us:—

"The Anglo-American presents from the second generation characteristics of the type which is not unlike that of the Lenni Lenapes, the Iroquois, and the Cherokee Indians. The skin becomes dry as leather; it loses the warmth of color and ruddiness of cheeks, and in their stead the color of mud tinctures it in men, and an insipid paleness in women. The head decreases in size, and becomes round or pointed. It is covered with smooth hair of a dark color. The neck lengthens. The eyes are sunken in deep cavities which are quite near each other. The iris becomes dark; the eye's expression piercing and wild. The long bones lengthen chiefly in the upper extremity."

When "ye gentle savages" were driven from their lands, thirsting for revenge, they little knew what a terrible fate awaited us, and even the most blood-thirsty warriors who have been translated to the happy hunting grounds where big chiefs who take heap white scalps are supposed to go, must look down with grim satisfaction upon the result of our aggressions, as it is recorded in the above extract. In the "Arabian Nights" enchanters merely turn a few men into stones, or dogs, or birds, or beasts, temporarily, and they usually are soon restored to their normal condition. But here the whole Anglo-American race, which runs up now to many millions, become from the second generation like unto "the Lenni Lenapes, the Iroquois, and the Cherokee Indians." No wonder that the republic is going to the dogs! Where would we be if we did not receive a large infusion of European virtue and superiority in the ship-loads of English, German, and Irish emigrants?

The statement in regard to American complexions is quite alarming. Perhaps the men may reconcile themselves to the fearful doom of having their skin forever tinctured with the "color of mud" by the hope that means may yet be found in the lager-beer shops and the whisky-mills for restoring "warmth of color and ruddiness of cheeks;" but what will our women think of the allegation that their countenances are uniformly characterized by an "insipid paleness?" Must we send to Paris for whole ship-loads of French rouge?

And then our heads, too, decrease in size, and become round or pointed! While we are felicitating ourselves upon the size as well as the quality of the American brain, the scientific gentleman of Philadelphia rudely dispels this pleasing illusion. Since the date of his epistle, too, a confirmation of his theory is afforded by the fact that a burglar confined in the New York Tombs forced not only his head but his whole body through a wonderfully small aperture; and when he writes again to Paris we hope he will give his views at length on the question whether Americans are purposely cultivating extra small heads on account of the facilities they give for escaping from prisons.

To complete the mortification of American ladies, they are invariably doomed, in this age of blondes, to possess hair "of a dark color," and instead of bewitching their lovers with deep blue eyes, they are forced to be content with dark orbs possessing a wild and piercing expression. It is possible that at the worst the hair might be dyed, but no means have yet been devised for eradicating the fierce Indian glare which darts from every American countenance, and if any timid young Parisian beaux come to this country, let them look well to their nerves!

The indictment does not rest wholly on the evidence which was treacherously furnished from our own city. It has been discovered in Paris that "the French glovers all make gloves for the American market with much longer fingers than those intended for European consumption." This argument is perfectly unanswerable, unless we fall back upon the theory that our fingers have been lengthened by the prevailing tendency to clutch other people's money, instead of an irresistible law that is revenging the aborigines by imposing upon their successors all their physical characteristics.

We are also told that "the language of Americans tends more and more in its standard phrases to become like the red men's." Here is another strong link in the chain of evidence closing round us. We cannot deny that some of our leading politicians love to "talk Indian," and such Indian phrases as "how," "big drink," "whisky," "scalp," "tomahawk," "papoose," and "squaw," have been introduced into our vocabulary to a fearful extent.

The "uneasy, feverish, and incessant activity" which inspires the Yankee, and especially the propensity for whittling, are set down as clear evidences that we are becoming Indians. Some people may entertain the notion that the aborigines were naturally indolent, except when absolute necessity forced them to seek food or to wage war against their enemies, and it is not easy to understand how they whittled incessantly before they had knives, but the scientific gentlemen have settled these matters in their own way, and we have no right to disturb the smooth and powerful current of their argument.

They have passed judgment against us, and the only sure remedy for future Americans who are specially anxious to possess immaculate skins, hair and eyes of the proper color, heads of good size, and other transatlantic advantages, will be found in timely precautions to be born in Europe, where science and civilization love to dwell, and where no fear of the impress of the dusky shades of the Lenni Lenapes, the Cherokees, and the Tuscaroras need be entertained.

MOUNTJOY AS A FINANCIER.

DURING the past few days a considerable share of public attention has been attracted to a peculiar financial transaction in which George Mountjoy and Alexander J. Wightman have figured most conspicuously. This particular case, like all other cases, has two sides to it, and will continue to boast of two sides, to the confusion of the public, until a jury of twelve men has knocked the bottom out of one side or the other. Mr. Mountjoy, it will be remembered, devotes a large share of his time, energies, and capital to the manufacture of whisky, but is not quite as actively engaged in the business just at present as he was some time since, in consequence of the revenue officers having seized his establishment for alleged "informalities." The seizure of course grieved Mr. Mountjoy considerably, and, therefore, when he heard that a gentleman, who describes himself succinctly as "a traveller in Texas, Florida, and Mexico," was stopping at a hotel in the vicinity of Fairmount Park with a marvellous machine for the redistillation of whisky in his possession, Mr. Mountjoy hastened thither to examine it. The little "unpleasantness" with the minions of the law into which he had been led naturally disgusted him with the imperfect mechanism which had not proved capable of avoiding "informalities," and he doubtless anticipated a future exemption from all such vexations through the agency of the neat device which rumor credited to the possession of the "traveller in Texas" and other foreign parts.

To slide, at this point, from Mr. Mountjoy's version of the affair to the story told by Mr. Wightman, we find that the former did not trouble himself about the patent double-action self-operating machine for the redistillation of whisky when he arrived at the caravansary near the Park, but sat down to a glass of lemonade, with one eye riveted upon a huge bundle of greenbacks footing up $10,000. The uppermost bill was apparently a genuine "V," and such, apparently, was the character of the undermost. Those betwixt and between were not visible, except as to their edges. The upshot of the whole matter—according to the Wightman version—is, that the glass of lemonade so completely turned the head of Mr. Mountjoy, that he parted with a due bill for $1000, and with $4000 in the genuine filthy lucre of the period, in return for $10,000 of lucre which did not prove as filthy as it might have been. Hence the tears which Mountjoy shed, and the deep distress from which Wightman was relieved by the magic writ of habeas corpus.

Such is as consistent and intelligible an account of the latest city sensation as we can deduce from a free draft upon the stories of both sides. In discriminating between the true and the false, the probable and the improbable, we have received material assistance from the following announcement, which is clipped from the advertising columns of a morning contemporary:—

"PHILADELPHIA, JULY 20, 1869.—We, the undersigned, hereby give notice of our intention to apply, by certificate, for letter patent for the incorporation of a Banking Company, under the laws of the Commonwealth of Pennsylvania.

GEORGE MOUNTJOY,
THOMAS A. McDEVITT,
CHAS. B. HOLBROOK,
JAS. A. McMULLIN,
JAS. A. McDONOUGH."

This gives a color of truth to the above hypothesis. The banking establishment contemplated by Mr. Mountjoy necessarily demanded a working capital, and although $10,000 may appear insignificant for such purposes to the uninitiated, it was unquestionably more than $4000, and quite sufficient to set up a concern of the "wild-cat" or "stump-tail" order. But it would appear that the whole financial scheme has been knocked in the head for the present, and with it perishes likewise the laudable desire of Mr. Mountjoy to avoid future "informalities" in the whisky business by the use of Wightman's patent redistilling apparatus.

THE MUTINY ON THE SABINE.

YESTERDAY the cable treated us to a harrowing story about a mutiny on board of the practice ship Sabine, which is now lying at Cherbourg with a large number of midshipmen on board. We are told that a conspiracy to blow up the ship, in which twenty-two sailors were implicated, was discovered; that a fuse placed in communication with the magazine was actually ignited; that the danger was discovered by a cabin-boy, who extinguished the fire; and, finally, that seven of the men were summarily condemned to death and hanged at the yard-arm. A despatch from Washington this morning states that the Navy Department has no information of this terrible occurrence, and that it is not credited. The story is so extravagant in all its details that it is almost impossible to believe it without some substantial confirmation. It seems scarcely possible that the commander of the Sabine would have assumed the responsibility of hanging seven men without communicating with the Secretary of the Navy on the subject, especially when it is possible to communicate so easily.

We have a shrewd suspicion that the whole yarn is the concoction of some mischievous midshipmen, who told it to some anxious seeker for information at Cherbourg and had it telegraphed across the Atlantic as a good joke. Midshipmen are addicted to such things, and this story is so gorgeously bloodthirsty that it is scarcely possible to attribute to it any other origin.

There is of course a bare possibility that it may be true, and if so it ought to cause a strict investigation into the whole system of naval management and discipline. Admitting the desperate character of some of the men who ship on board of our men-of-war, it does not seem likely that twenty-two sailors would conspire to blow up a ship in order to be revenged upon certain officers unless they had been outrageously ill used. There have been various reports lately about the cruel treatment of men on board of more than one naval vessel, and for the credit of the navy these should be investigated and the offending officers brought to justice. The laws for the government of the navy are very strict on this point, and various cruel punishments, once extensively in vogue, such as bucking, gagging, sweating, tying up by the thumbs, and others are forbidden in the most explicit terms; and the penalties for the violation of these laws are sufficiently severe to protect the men, if they are enforced. The truth is, that the men frequently find it difficult to get a hearing. The sailors and the subordinate officers are not permitted to communicate with the Secretary of the Navy, except through the commander of the vessel and the admiral of the fleet, and if those officers chose to pocket their petition, as they frequently do, when they are of a character likely to bring themselves into trouble, the aggrieved parties have no redress whatever. It is certainly time that there was a change in this system, and while discipline must be maintained, officers must be made to respect the rights of the men under their command, and if any of these stories of cruelty which have been set afloat of late are true, the Secretary of the Navy owes it to the dignity of his office, to the service itself, and to the country, to make an example.

We hope and believe that this Sabine mutiny may prove to be a mere myth, but if it should be true, the mere statement of the commander of the vessel ought not to be held sufficient as to the necessity for his action in the case, but it should be thoroughly investigated and all the facts made known.

THE Richmond *Whig*, the organ of the Walker party in Virginia, asserts that there is not a shadow of a doubt of the intention of the legislators belonging to that organization to ratify the fifteenth amendment to the Constitution. It is said that Governor Senter expresses the same view in regard to the newly-elected Legislature in Tennessee. The aid of both these States will probably be essential to its ratification; and while we would rejoice in their approval of it, assurances of such action by the incoming Legislatures must be received with many grains of allowance. The *Whig* may be correct in its opinions about the Virginians, but we have no faith whatever in Senter's prognostications of the course of the new Tennessee Legislature.

THE NEW LINE OF STEAM COLLIERS.

SOME weeks ago we had the pleasure of describing the trial trip of the steam collier Rattlesnake, the first of the new line projected by Mr. Walworth D. Crane, with the aid and under the auspices of the Reading Railroad Company. This line is an experiment, and like all experiments it is open to a suspicion of failure until success is actually assured by practical demonstration of the substantial character of the enterprise. All persons interested in the coal trade have long felt the want of some more reliable and economical means of transportation than the old-style wooden colliers, but the difficulties in the way of bringing about an improvement have been many. These have now been successfully surmounted, the Rattlesnake has fully realized the most sanguine expectations of her projectors, and new boats will be put upon the line as fast as they can be turned out of the ship-yard. These steamers will create a complete revolution in the coal trade, and by ensuring rapid transportation and prompt delivery in all kinds of weather and at all seasons, both shippers and consumers will be benefited. As an example of the workings of the new system, we may state that a cargo of coal was landed in Portsmouth, N. H., by the Rattlesnake, within seven days from the time when it was taken from the mines in Pennsylvania. The Rattlesnake has proved herself a staunch sea-boat, and as fast as it is desirable to have such a vessel.

The second of this new line of colliers, the Centipede, made a trial trip a few days ago, and her performances were in a high degree satisfactory. She ran down to Cape May against a flood tide inside of seven hours, and returned with a fair tide in five hours and fifty minutes. The engines worked admirably, making 82 revolutions per minute with 25 pounds of steam, and without any heating of journals or other irregularities that are usually to be expected on occasions of this kind. The Centipede is 170 feet long, with 29 feet 6 inches width of beam, and her cargo capacity is 600 tons. Like the Rattlesnake, the Centipede was designed and built by Reaney, Son & Co., at Chester, and she is a fine specimen of their engineering taste and ability. The Centipede resembles the Rattlesnake in nearly all particulars, except some of the arrangements on deck, and they both are fine, handsome vessels, that will do credit to their projectors and builders wherever they may go. The accommodations for the captain and crew are ample, and, in fact, everything about these vessels is of the most complete and substantial description. The Centipede is under the command of Captain William B. Gallagher, an able and experienced seaman, who has aided with his advice in her construction, and who is highly pleased with her appearance and performances.

The company will now proceed as rapidly as possible to add new vessels to the line, and it is their intention to lay the keels of two 800-ton ships and two of 1000 tons each. It is estimated that these can be run with as little cost as the 600-ton vessels, while their increased cargo capacity will make them so much more serviceable.

With a line of such vessels as these in operation between this point and all the ports along our Atlantic coast from Maine to Texas, the delivery of coal in any quantity and at any required time, with the utmost promptness, is almost reduced to an absolute certainty, and the effect cannot be otherwise than stimulating to the coal trade of Philadelphia. With the wooden colliers both consumers and shippers have been annoyed by the uncertainty of having the coal delivered just when it is wanted, and in the winter season it is frequently impossible to carry on the business of transportation at all. The steam colliers obviate all these difficulties, and it has been proved already that they are a success.

THERE ARE at present probably more Philadelphians in Paris than have been seen for a long series of years; some attracted, no doubt, by a desire to witness the Emperor's *fete*. A very pleasant reunion of such citizens took place three days back at the Trois-Freres, in the Palais-Royal. There were present Messrs. Morton McMichael, L. A. Godey, S. H. Borstmann, S. S. Caldwell, H. A. Dreer, Signor Blitz, J. R. Vanzandt, J. A. Wright, John Rice, John Irwin, B. B. Comegys, Captain John Dovey, Major Joseph F. Tobias, Colonel W. McMichael, James Milliken, and Colonel M. R. Muckle. The evening was most agreeably passed, and toasts to the "President of the United States," and to the "Emperor of the French," were drunk with enthusiasm.—*From Galignani's Messenger, August 14, 1869.*

SPECIAL NOTICES.

☞ FOR THE SUMMER.—TO PREVENT sunburn and all discolorations and irritations of the skin, bites of mosquitoes or other insects, use Wright's Alcona'ed Glycerine Tablet. It is deliciously fragrant, transparent, and has no equal as a toilet soap. For sale by druggists generally. R. & G. A. WRIGHT, No. 624 CHESNUT Street. 2 6§

☞ REPUBLICAN MASS MEETINGS.—THE UNION REPUBLICAN STATE CENTRAL COMMITTEE have made arrangements for MASS MEETINGS as follows, viz.:—

Troy, Bradford county.....Sept. 4, 1869.
Towanda, " .....Sept. 6, 1869.
Honesdale, Wayne county.....Sept. 7, 1869.
Kittanning, Armstrong county.....Sept. 7, 1869.
Beaver, Beaver county.....Sept. 7, 1869.
Bradford, Bradford county.....Sept. 7, 1869.
Somerset, Somerset county.....Sept. 14, 1869.

The meetings at Troy, Towanda, and Honesdale will be addressed by Governor J. W. Geary, Hon. John Scott, and Hon. W. D. Kelley.

Governor O. P. Morton of Indiana, Hon. John A. Bingham of Ohio, and Hon. Wayne McVeigh of Pennsylvania, will address the meeting at Pittsburg

JOHN COVODE, Chairman.
GEO. W. HAMERSLEY, M. C. QUAY, W. J. P. WHITE, S. F. GWINNER, } Secretaries.
8 30 19t

☞ UNITED STATES INTERNAL REVENUE.

COLLECTOR'S OFFICE,
FOURTH DISTRICT, PENNSYLVANIA,
CORNER OF ELEVENTH AND RIDGE AVENUE,
PHILADELPHIA, Aug. 5, 1869.

Notice is hereby given that the Annual Income Tax for 1868 will be due and payable at this office between AUGUST 10 and SEPTEMBER 1, 1869, after which the legal penalties will be added. No further notice will be given. Office hours between 9 A. M. and 3 P. M.

HORATIO G. SICKEL,
8 28 3t Collector Fourth District, Penna.

☞ UNITED STATES INTERNAL REVENUE, Collector's Office, First District, Pennsylvania.

PHILADELPHIA, August 28, 1869.

NOTICE—INTERNAL REVENUE.

The undersigned will sell at Public Sale, on THURSDAY, Sept. 9, 1869, at 11 o'clock A. M., at No. 114 WILLOW Street, the following distillery, apparatus, and appurtenances, viz.:—

1 Steam Engine and Boilers, Mash Tubs, Copper Pumps, Office Furniture, etc.

The said articles are seized and distrained upon for non payment of taxes, etc., due United States Internal Revenue.

JAMES N. KERNS,
8 28 10t Deputy Collector and Distraining Officer.

☞ U. S. OFFICE OF ARTIFICIAL LIMBS. —An appropriation ($50,000) having been made by Congress for purchasing

ARTIFICIAL LIMBS FOR OFFICERS

of the United States Army and Navy mutilated in the service, application may now be made, in person or by letter, by officers entitled to the benefit of the act, and who desire the best Artificial Limbs, to

Dr. B. FRANK PALMER, Surgeon Artist,
No. 1609 CHESNUT Street, Philadelphia,
No. 678 BROADWAY, New York,
No. 81 GREEN Street, Boston.
Offices for Supplying Army and Navy Officers.
5 12§

☞ J. E. GOULD, NO. 923 CHESNUT Street, is selling Steck & Co.'s and Haines Bros'. Pianos and Mason & Hamlin's Cabinet Organs *nearly as low as at any former time.* 8 26

☞ YANKEE GREEN CORN CUTTERS, for table and kitchen use, give you the healthy pulp without the indigestible hull. Various styles and prices, from 25 cents up, for sale at all the house-furnishing stores. 8 7*

☞ DR. F. R. THOMAS, THE LATE OPERator of the Colton Dental Association, is now the *only one* in Philadelphia who devotes his entire time and practice to extracting teeth, absolutely without pain, by fresh nitrous oxide gas. Office, 1027 WALNUT St. 1 26§

☞ JOSE POEY,

Medico-Cirujano de la Universidad de la Habana, recibe consultas de 9 a 11 de la manana y de 3½ a 6 de la tarde en su oficina calle Nueve (sud) No. 735. Residencia en la calle de Green, No. 1817.

DR. JOSEPH POEY,

Graduate of the University of Habana (Cuba), has removed his office to No. 735 S. Ninth street. Residence, No. 1817 Green street.

Office Hours—9 to 11 A. M. 3½ to 6 P. M. 7 23tf

☞ REGULAR REPUBLICAN NOMINEE For Representative, Fourth District,
JOSEPH BREADY.
8 31 6t*

☞ JAMES M. SCOVEL, LAWYER, CAMDEN, N. J.
Collections made everywhere in New Jersey. 6 12 19 1

NATIONAL EXHIBITION

OF THE

FRUITS OF AMERICA.

DISPLAY OF FRUITS, FLOWERS, AND VEGETABLES, BY THE

Pennsylvania Horticultural Society,

AND THE

American Pomological Society,

AT HORTICULTURAL HALL, BROAD STREET, ON TUESDAY, WEDNESDAY, THURSDAY, AND FRIDAY, September 14th to 17th,

From 10 o'clock A. M. to 10 P. M.

ALL THE STATES IN THE UNION REPRESENTED, INCLUDING CALIFORNIA.

POMOLOGICAL CONGRESS.—A Convention of Fruit Growers daily, with discussions on Fruits and Methods of Culture.

Admission to the Exhibition, FIFTY CENTS; Children, TWENTY-FIVE CENTS. Admission to the discussions free. GERMANIA BAND and brilliant illuminations in the evening. 8 31 11t4p

CLOTHING.

HURRAH! BOYS!! SCHOOL!!!

Time to go to school again;
Holidays done!
Come, boys, can't complain;
Had a jolly run.
Come, boys; slates and books;
Study now, like fun;
Merry faces; pleasant looks;
Glad school's begun?

Good clothes to wear to school;
Warranted to wear;
(Now the days are getting cool);
Won't split nor tear.
All the boys that we know,
Ask their fathers, all,
Please to hurry up and go
TO GREAT BROWN HALL.

Hurry up, parents; don't be slow! Johnny and Jack, and Jim and Joe, as every respectable father knows, need good, strong school clothes. Clothes that are strong, clothes that are stout, that will last you long, before wearing out.

Come, bring the youngsters, one and all, and we'll rig them out CHEAP,

AT THE

GREAT BROWN HALL

OF

ROCKHILL & WILSON,

NOS. 603 AND 605 CHESNUT STREET,

PHILADELPHIA.

NEW CARPETINGS.

J. F. & E. B. ORNE,

No. 904 CHESNUT STREET.

FALL IMPORTATIONS.

FRENCH MOQUETTE CARPETS,

DESIGNED BY THE BEST ARTISTS IN PARIS, FOR SALE ONLY BY US, AND AT LESS PRICES THAN EVER BEFORE OFFERED.

6-4 VELVETS.

NEW AND ELEGANT ORIGINAL DESIGNS IN J. CROSSLEYS & SONS' 6-4 VELVETS FOR PARLORS, WITH BORDERS TO MATCH, EXCLUSIVE PATTERNS.

ENGLISH BRUSSELS.

Novelties in ENGLISH BRUSSELS CARPETS in the Louis XVI, Marie Antoinette, Persian, Alhambra, Illuminated, and other styles, in entirely new and original drawings.

ALSO,

ENGLISH BRUSSELS FOR HALL AND STAIRS,

ALL WIDTHS, WITH BORDERS TO MATCH.

1000 PIECES NEW TAPESTRIES.

JUST OPENED, 1000 PIECES OF ALL THE NEW STYLES OF TAPESTRIES FOR THE SEASON, AT

MODERATE PRICES.

J. F. & E. B. ORNE,

No. 904 CHESNUT STREET,

8 31 PHILADELPHIA.

FIRE AND BURGLAR PROOF SAEF

ANOTHER VICTORY

OR

WATSON'S SAFES.

82 Hours in the Fire.

PHILADELPHIA, Aug. 18, 1869.

OFFICE BOSTON AND PHILADELPHIA SALT FISH COMPANY.

MESSRS. J. WATSON & SON:—

Gents:—We had one of your large and well-known Inside Door Fire-Proof Safes in the great conflagration at Fifth and Columbia avenue, which occurred on Sunday morning, at 2 o'clock. The Safe was exposed to a furiously intense heat for over 82 hours, and when taken out on Wednesday noon, the books, papers, and money were all found thoroughly preserved. We feel that your Safes deserve the entire confidence and patronage of every business man. Your Safes are fully what they represent to be, thoroughly Fire-Proof. We shall want another of the same size. Yours respectfully,

BOSTON AND PHILADELPHIA SALT FISH COMPANY,
AND
PHILADELPHIA AND EAST INDIA COCOANUT COMPANY.

STILL ANOTHER VICTORY.

FROM THE LATE FIRE AT NINTH AND WALLACE STREETS.

PHILADELPHIA, August 26, 1869.

MESSRS. J. WATSON & SON:—

In the destructive fire that occurred at Ninth and Wallace streets, on Tuesday noon, we had one of your celebrated Fire-Proof Safes. It was exposed to an intense heat for about twenty-four hours. The building was large and filled with much combustible material. On opening the safe we found all our books and valuable papers completely preserved and as bright and fresh as when put in the safe. The heat-resisting qualities of your safes are really wonderful, and we think great advantage is derived from your inside door improvement. We shall want another of your safes.

8 27tf D. & W. RING.

FINANCIAL.

DREXEL & CO.

NO. 34 SOUTH THIRD STREET,

American and Foreign

BANKERS,

ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.

Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.

DREXEL, WINTHROP & CO., New York. DREXEL, HARJES & CO., Paris. 5 10 ¶

FIRE AND BURGLAR PROOF SAFE

CHAMPION SAFES.

PHILADELPHIA, August 27, 1869.

MESSRS. FARREL, HERRING & CO.

Gentlemen:—In the year 1856 I unfortunately was in business in the Artisan Building, which was destroyed by fire on the 10th of April. I had then in use what I supposed was a Fire-Proof Safe, but upon opening it I found everything destroyed, and fire burning therein.

You will recollect, gentlemen, there was several of your Safes in that fire, also several in the fire at SIXTH and COMMERCE streets, the next May, five weeks afterwards, all of which upon being opened proved they were fire-proof indeed, for I witnessed the opening of the most of them, and in every case the contents were preserved, while Safes of other makers were partially or entirely destroyed. I at once concluded to have something that I could depend upon, and purchased one of your Safes.

The safe I purchased of you at that time was subjected to a white heat (which was witnessed by several gentlemen that reside in the neighborhood) at the destruction of my Marble Paper factory, 921 Wallace street, on the afternoon and evening of the 24th inst. After digging the safe from the ruins, and opening it this morning, I was much pleased to find everything, consisting of books, papers, money and silverware, all right. I shall want another of your safes as soon as I can get a place to continue my business in. I could not rest contented with any other make of safes.

CHARLES WILLIAMS,
Marble Paper Manufacturer.

HERRING'S PATENT CHAMPION SAFES, the most reliable protection from fire now known. HERRING'S NEW PATENT BANKERS' SAFES, combining hardened steel and iron with the Patent Franklinite or SPIEGEL EISEN, furnishes a resistant against boring and cutting tools to an extent heretofore unknown.

FARREL, HERRING & CO.,

PHILADELPHIA.

HERRING, FARREL & SHERMAN,
No. 251 BROADWAY, corner Murray st., N. Y.
HERRING & CO., Chicago.
HERRING, FARREL & SHERMAN, New Orleans. 8 19 4p

J. WATSON & SON,

Of the late firm of EVANS & WATSON.

FIRE AND BURGLAR-PROOF

SAFE STORE,

NO. 53 SOUTH FOURTH STREET,

8 31§ A few doors above Chesnut st., Philada.

COAL.

IMPORTANT TO COAL CONSUMERS.—Save 20 per cent. in the cost of your Fuel. Buy Broad Top SEMI-BITUMINOUS COAL at $6½ to $7 per ton, instead of paying $9 for Anthracite. In Europe no other than BITUMINOUS COALS are used, and in Pittsburg and the West soft coals are used exclusively.

Then why can't we do the same in Philadelphia?

Broad Top Coal is a free burning SEMI-BITUMINOUS COAL, and is admirably adapted for STEAM PURPOSES, and for the GRATE, the FURNACE, the RANGE, and the STOVE. Is it not your duty, therefore, to lay aside *prejudice* with Anthracite at its present EXORBITANT RATE, and TRY if you cannot use Broad Top and other similar good coals, and thus save at least $2 per ton in the cost of your fuel? Buy the Lump size, and when necessary break it as required. Broad Top Coal can be had of the undersigned, and most of the other Coal dealers. Be sure and ask for the Broad Top Coal.

POWELTON COAL AND IRON CO., S. W. cor. Front and Walnut.
S. C. FORD & CO., Reading Railroad and Second street turnpike.
GEORGE A. HEBERTON, Chesnut and Thirty-third streets.
R. B. WIGTON, Walnut street, below Dock.
KEMBALL COAL & IRON CO., No. 325 Walnut street.
GEORGE MEARS, No. 313½ Walnut street.

8 7 stuth 1m4p

FALL FASHIONS.

Darker Goods Displace the Lighter—The Stores Gathering their Autumn Stock—The Styles and the Prices—Interesting Announcements to the Ladies.

Ere yet the decaying tooth of Autumn has touched with its flight the forest tree or the garden bush; ere yet the sere and yellow leaf has insinuated itself among the greener foliage: ere yet chilly breezes nestle with sounds of coming cold, Dame Fashion, ever in advance of the time, blazons the announcement that she is ready for the coming season, with styles to delight the hearts of the fair ones, and dresses to make their eyes sparkle in eagerness. She is a forward Dame—extravagant in habit, plump and full-breasted in her pictures, but with a wily turn of the eye that makes men—that is, married men—greet her with a "——ye." Caring not for this, however, she pursues her way, and now in contempt in immodestly preparing to display her effigy in the windows of our Chesnut street stores. "As we can't stop you, come on, old woman, and let us hear and see what you are going to do this fall." First, however, a word of caution and advice. Don't begin your raid on white piques and pure muslins too soon. There will be plenty of sunny days and warm evenings before October, days and evenings when such dresses are grateful, wrapping around delicate shoulders, and fluttering around ankles slender and clean cut, in a whirl of snowy whiteness that ravishes the imagination of the beholder. Don't then, for a while at least, discard such wear that warm-breathed Summer places on innocence, that half hides, half reveals the beauties you would cover with the impenetrable garments of fall. Demanding compliance on your part with this request, we are ready now to examine your goods, and chronicle for public information the styles you propose. Ah! we see that you possess an artist judgment. These new shades in silks for evening wear are rich and lovely. First, here is coral color; the exact tinge of the ornaments, shaded to match the ear-drop and breast-pin, like a dull *rose de chine* in a golden light; a soft color, admirably suited to a brunette. It lights to perfection, and displays best with foamy puffings of tulle and white satin ribbons. Here, too, is the demure grey purple. It is a favorite shade abroad, is it not? It fairly sparkles when seen with black laces over white silk bands. Emerald green is a favorite color too; and ashes of roses comes high in favor as a color for the street, as well as for evening wear. That for evening is a tender purplish rosy drab; for the street a more sober tint is worn. Now your ear a moment; will you not enlighten us about the names of the colors? Half-a-dozen new shades appear each year, which few people can rightly name, and sad confusion comes in consequence. This introduction of new colors, too, bears hard on the milliner, the *modiste*, and the salesman, for people will not consider them *au fait* in their business until the distinctions of shades are correctly appreciated and understood. In pink there are five shades commonly used, known as Blondine, a delicate whitish tinge, like that of bluish roses; rose color, soft and charming (rose sublime and *rose des Alpes* are rarely seen); rose pink, *rose de chine*, which approaches cherry; and the purplish pinks, known as Solferinos. In blue the same confusion obtains. Milk blue is the palest; blue celeste, empress, azuline, Marie Louise, Alexandra, and Mexican blue deepen according to their order. For short dresses, the Alexandra blue, carbuncle, sultan, ruby, and maroon shades of red, emerald, and violine are the variety.

Now for a stroll among the stores. Here we meet the color called the "peacock's neck"—a changing metallic color like frog green or sea-tint. It is shown in heavy gros-grain, 25 inches wide, at $8 a yard. *Poult-de-soie* is a lighter silk, of nearly the same appearance as *gros-grain*, and quite as much esteemed on account of its finer quality. The fine corded silks return to favor this season. They are known by the distance at which the cords are woven; *gros d'Afrique* the widest; *gros de Suisse* moderate, and *gros de Londres* the finest. The last is rated at $4·50 a yard. They all wear well.

Ah! while here among the silks we cannot pass by the wedding goods. How lovely they are in their snowy magnificence! White gros-grain, 25 inches wide, at $7 to $8 a yard. White armures are newer and admired for wedding dress. Ottoman velours are grand; the thick satiny cords reflecting the light in dazzling beauty. White *gros de Londres* makes pretty bridal dresses. It is more moderate, too, $4·50 a yard. *Poult de soie*, 28 inches wide, is $10 a yard. A new bluish shade—known as chalk-white—is shown in faille at $5. Then the finest white satin ever imported into this country is also exhibited for bridal dresses; it is very smooth and finished finely on the under side, 27 inches wide and $15 a yard in price. The pattern for a wedding dress is fifteen yards.

In evening goods the variety is hardly opened. Black silks embroidered by hand in corn flowers and carnations are new. A pretty Parisian fabric is in alternate stripes of blue satin, two inches wide, separating wider ones of white taffeta with roses *chinee* at intervals. The is $7·50 a yard, fourteen yards making the pattern. It is made as an underskirt only.

Among the ribbons, fine velvets for the hair are displayed in light colors, barred with black and tinsel. Light Roman ribbons for the neck are fringed on one side, 75 cents a yard. Narrow Watteau ribbons to match the sashes, 30 cents.

A rich autumn ribbon is brown gros grain, with raised yellow satin cords striping it; $1 a yard. In sashes, black taffeta, the most common, is $1·25 for six-inch width; gros grain, the same, is $2. Taffeta, nine inches wide, is $2·50 a yard; gros grain, seven inches, $2·50. Ottoman ribbon, with heavy cord, has silk face and linen filling, six inches wide; it is $1·50 a yard. Wide watered ribbon is $2·50. Black taffeta ribbons, embroidered with tiny chintz sprays, in color, are seven inches wide, and $3·25 a yard. Black velvet, four inches wide; is $1.

Roman sashes, white barred with blue, green and gold, are $2·75 a yard; white, barred with pink satin and sprigged with chintz bouquets, are $3. Large black plaids, broken by a satin stripe, come in light colors, with white, at $3. Reversible ribbons on heavy gros-grain, satin finish, black on one side, colored on the other, black and gold, black and green, are $3·75 a yard. Watteau ribbons are barred and striped in the palest colors, pea-green and blonde, sky-blue and straw, usually, relieved by markings of black and gold; price $2 a yard.

The proper length for a sash is three yards, which allows you room, in addition to passing around the waist, to tie large bows or loops behind.

Embroidered sashes are imported in white taffeta, with sprays of roses or field flowers on the end, $20. The most expensive are woven in pale colors, for instance, tender ashes of rose tint with roses *chinee* on the body of the ribbon, and large clusters of Luxembourg, damask, and Provence roses on the ends, and rich fringe; price, $36.

In black silk the varieties still increase. Taffetas range from $1·75 to $4, the price for Bonnet's taffeta, which is as good an article as one should put into a street dress. The different brands of silk are well known: Bonnet's, the best for fineness; Ponson's, for heavy quality; and Tapissier's, combining much of the excellence of both the others. The price of gros grain is from $2·50, which is the lowest, to $7·50 for excellent qualities. Armure silk is $4·50; Batzmir, $3 to $5·50.

The brands of silk made expressly for the American trade are of two grades. The family silk is double boiled, double chain silk, with satin face, 25 inches wide, and is rated at from $3·25 to $7·50. The best quality is known by the red and blue edge next the selvage. The Imperial silk compares with Bonnet's best, is heavy, soft, and fine, with incomparable gloss and satin appearance; $3·50 to $7·50. Nothing, however, yet surpasses Bonnet's triple chain gros grain, which will neither catch dust, crack, or crush by wearing; $5·50 a yard.

The splendid silks known as Tapissier's and Bonnet's 27 inch silk, are $12 and $13 respectively. Tapissier's is heavier, but Bonnet's softer. Antwerp silk, forty-seven inches wide, is $16 to $20 a yard.

Watered silk, now more worn than moire antique, is $4·50 to $7·50. The latter is $3·50 to $13.

Satin de Lyon, twenty-five inches wide, is $4·50 to $6. English or Queen's satin is $3·50 a yard, twenty inches wide. Striped material, alternate satin and silk, all black, in stripes two inches wide, is sold at $6, twenty-five inch width for under skirts or rich house dresses.

Among the popular goods the mongoline is a beautiful fabric of silk and linen in hair stripes of black on grey peacock and violine grounds, $1·50 a yard. Pure soft silk in hair check of black, on popular dark colors, is $1·75, nineteen inches wide. An admired pattern is grey and black stripes an inch wide, the grey broken by a black hair line. The popular silks for fall will be black, with gay or *canaille* stripes, as they are called. Scotch plaids will also be worn in silk. Serges, in dull, fashionable colors, are $1·75. The autumn *perichole* goods, heavier than the summer fabric of that name, are of linen and silk, with fine satin stripes of bright color on light ground.

In mixed wool goods there are the silk-faced serges, the velour, and armure poplins, in golden green, peacock, copper, and other metallic shades. The new silver grey epingline is $3 a yard.

In wool goods the soft Biarritz cloth, seven-eighths of a yard wide, is like an empress cloth, with cord running lengthwise; it is very soft and heavy.

The Alasca cloth is also like corduroy, with the ribs woven the long way of the cloth instead of across. The price of both is $1·50, and they come in the shades of red that are popular, in bright green and blue, brown and stone colors. Plaid all-wool serges, for cloaks, two and a half yards wide, are $2·50.

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, Aug. 30, 1869.

A Bevy of Theatrical and Musical People

sailed for this port yesterday from England and France. Among them were Mrs. Dr. Crowe (Miss Bateman), Mad'lle Carlotta Patti, Mr. Theodore Ritter, and M. Strakosch. There has been no effort as yet to puff Miss Bateman. Her father has been here for the last week or two, but the old gentleman has kept commendably quiet and not bothered the "oyster supper critics" with eulogies of "My daughter Kate," and the "infant." Miss Bateman, I presume, will at once seize upon the old affections of the New York public, and deserves to, for she is a good woman and an excellent actress, and now that she is married and no longer hampered by "papa," carries out her own ideas of the characters she individualizes without being goaded, at rehearsals, into bursting into tears. She will make her first appearance in this city on September 20, in *Leah*, and after that play has run its course will produce *Pietra*.

The Worrell Sisters

hold such an exalted position in the realm of histrionic art that you will be glad to learn that a reconciliation has been effected between the soft-hearted Sophy, the juvenile Jenny, and the irate Irene. This is due to the friendly manipulations of Mr. Clifton W. Tayleure, the great peacemaker of the coulisses. "Let the bond of love hold three," he exclaimed in the words of the tyrant Dionysius to Damon and Pythias, and now the bond of love, or at least the bond of business expediency, does hold 'em, and in such a Gordian knot as I hope will never be untied, or even cut, again.

Messrs. Lord & Taylor, of this city, are constructing, at the corner of Broadway and Twentieth street,

A Magnificent Store,

which, like the last new baby, is unlike anything the world ever saw before. I have seen the plans and undergone explanation at the tongue of the architect, but the only ideas that have been beaten into my poor brain is that the new structure has no prototype in this city, or, indeed, on this continent. It is expected to beat Stewart's hollow. The front is to be entirely of bronze, and the great feature of the structure will be its unique succession of pavilions, giving it a triangular tendency, and introducing an indefinite quantity of ground glass. It will cover one hundred and forty-seven feet upon Broadway, and nearly two hundred feet upon Twentieth street, and will "take down" every other dry goods shanty in Gotham.

Professor Henry,

of the Smithsonian Institute, Washington, has just presented to the Zoological Department of Central Park two black swans (mated). The fowl are now disporting themselves in the Park's pellucid lakes, and, being black, will doubtless afford the fancy reporter of the *Sun*, of this city, an opportunity of getting up, as a companion article to his recent one on the transmigration of the soul, another one on *metempsychical miscegenation!*

Police Justice Hogan,

on Saturday last, performed another marriage service which united two noble creatures. One was Count Alexander Noteez Sadowsky, and the other Miss Alexandra Augustynowietz. The Count is a Pole, thirty years of age, and a resident on Ninth street of this city. The Countess is a Russian, ten years younger, and an inhabitant of Fifth street. The lady had been divorced. It is stated, just four hours, and was as radiant as a divorcee under such heart-rending circumstances could be expected to be. Judge Barnard performed the ceremony, and pronounced his blessing amid an atmosphere in which the flavor of fish was decidedly prominent.

NEW YORK, August 31, 1869.

Yes, my dears, think of

One Hundred and Eighty Thousand Baskets of Peaches

"dumped" in the metropolitan markets in one day, and then smack your lips over the sum total! Peaches on all sides, forming a pomological plethora, and it is a felicitous coincidence that the same letters which spell "peach" spell "cheap." So cheap are the peaches and so fine is their flavor, that our Street Commissioner, Mr. McLean, thought he couldn't do a better thing than present some to various New York benevolent associations for juveniles. Which thing hath he done, greatly to the joy of orphaned urchinhood.

On Monday evening the

Hebrew Young Men's Literary Association

gave an amateur theatrical performance in Pythagoras Hall, in Canal street. This society is not yet one year old, having been organized in October, 1868, but it includes a large proportion of influential Jewish residents of this city. At quite an early hour in the evening the vicinity of the hall was crowded with ladies and gentlemen. The ubiquity of the swallow-tail coat on the part of the gentlemen, and of low-necked dresses on the part of the ladies, proclaimed that the affair was one of etiquette as well as entertainment. The portion of the performance which was greeted with most applause was that wherein Mr. S. Stein gave the prison scene of "Alonzo" in the burlesque of *Pizarro*. This was succeeded by a speech of thanks on the part of Mr. Stein, and the speech was succeeded by a ball, and the ball by a supper, which pleasantly employed the maxillary and masticatory functions of the guests until an early hour on Tuesday morning.

Theatrical Items.

John Brougham has just arrived here from San Francisco. I hope the $7600 which he raised here at his recent benefit has not yet been dissipated, for John has not saved as much as he ought to have done, and those twinges of rheumatism which he has, and which appear to forget that he is a comedian and not to be visited by the afflictions common to less gifted humanity, ought to remind him that the rainy day for which it will seem good to have laid up is gradually approaching, and will not spare him. Whatever his friends may say, his recent season at the California theatre was *not* a successful one. The management had to engage Elise Holt to attract the audience. This being the case, I cannot believe that J. B. omitted to produce that *chef d'œuvre, The Lottery of Life*. If the "trash" which he declared the public of New York and Philadelphia wanted was not too flippant for those cities, I should have supposed the San Franciscans might worry down a little of it.

Madame Anna Bishop, the number of whose vocal years some unkind newspaper paragraphist has been cynical enough to remember, arrived in town yesterday. I hope she will *not* give a concert. "What becomes of all the worn-out *prima donnas*," would make a capital magazine article, which I hope to see some day treated of by one well up in the subject. We have enough here in New York to constitute a good-sized directory of themselves. Do I pity or compassionate them? Not in the least. They have had their day. They were better paid than any other class of people under the sun. They have had abundant opportunities of laying up a snug fortune. They have no kind of moral right to squander their means and then expect, in their old age, to be well received by a public upon whom they bestow only the shreds of a voice. These remarks may not apply to Madame Bishop. I hope they do not; but I have learned too sad and cynical a lesson from cantatrices' agents who prowl around improvising brilliant romances about the voices of their played-out principals, to entertain any expectations but doleful ones of any *prima donna* past her meridian.

Lloyd Aspinwall,

the President of the Nassau Boat Club, wants a "reception" gotten up in favor of the Harvard Four when they return. He is of the opinion that they need one badly, more now than they would have, had they been successful. He therefore invites the officers of other clubs to meet at the Nassau Boat Club-House, Thirty-fourth street and North river, next Thursday, at two o'clock, for consultation. When the English wish to express their admiration for a man they "dine" him; when we wish to do the same thing we "receive" him. Each is an idiosyncratic exponent of the Anglo-Saxon admiration of merit.

ALI BABA.

FROM THE CAPITAL.

The Political Campaign in Texas—J. Ross Browne and the China Mission—Why He Returns and Who Will Probably Succeed Him.

From Our Own Correspondent.

WASHINGTON, August 30, 1869.

THE TEXAS CAMPAIGN.

If anybody was the Conservative or Democratic candidate in Texas for Governor except Jack Hamilton, the Democrats would have little trouble in carrying the State. As it is, however, the Republicans are not without hope of success. Apart from his chequered political record, Jack Hamilton has nothing in his personal character to command admiration or respect. Even the Rebels, who are not over fastidious, are not so enamored of Hamilton as the accounts in the Democratic papers would lead one to suppose. A man who keeps himself habitually drunk, and who borrows and never pays, can have few friends even in so benighted a region as Texas. The late Thaddeus Stevens was one of the victims of Hamilton. While professing rampant radicalism he borrowed a considerable amount of money from the old man, which he never paid, and probably never intended to pay. I am informed by a gentleman just from Texas that Hamilton's chances of election are growing less every day, while those of General Davis, his Republican opponent, are increasing. Many of the old Rebels will not vote at all, and while a majority of those who do vote will undoubtedly go for Hamilton, the more respectable class will vote for Davis, who is not only a sound Republican, but a man of ability and a gentleman, which is more than can be said for Hamilton.

A MISINFORMED CORRESPONDENT.

On Saturday last the Washington correspondent of your contemporary, the *Bulletin*, telegraphed that paper as follows:—

"It is not, perhaps, generally known that the Spanish Government, since the revolution a year ago, has had no regularly accredited Minister at Washington. Senor Lopez Roberts, who represented Spain here under the reign of Isabella, was directed, when the new Government was organized, to remain here temporarily until the internal affairs of Spain could be so arranged as to permit the Foreign Secretary to give his attention to the reorganizing of the diplomatic corps."

This is all news here, especially to Senor Roberts. The misfortune is, however, that it is not quite as correct as it might have been if the *Bulletin's* correspondent had taken the trouble to post himself a little better on diplomatic affairs. The impression among the best informed people here is that Senor Don Facundo Goni was the Envoy Extraordinary and Minister Plenipotentiary at Washington from the Government of her late Catholic Majesty Isabella of Spain. Goni was a clever fellow, and well liked, but he was attached to the unfortunate Queen, and, of course, had to abdicate. I do not think it is "generally known that the Spanish Government, since the revolution a year ago, has had no regularly accredited Minister at Washington." It seems to me that a dozen people might be found here who have an indistinct recollection of the arrival here, soon after the revolution, of one Senor Lopez Roberts, who was received in due form by the President, and who has since resided here as the representative of the new Spanish *regime*, whatever it may be. The above is of a piece with a good deal of the news, especially of the diplomatic order, sent hence by this same correspondent.

J. ROSS BROWNE—CHINA.

Our late Minister to China, Mr. J. Ross Browne, has a brother-in-law residing here from whom I have ascertained some facts which lead me to believe that from the first Browne was hostile to the Burlingame Embassy. It was a great mistake to send Mr. Browne to China in the first instance. He lived in California long enough to acquire the prejudices of the people of that State against Chinamen in general. He carried these with him to China, and they seem to have grown upon him after he reached there. He had an idea that if the Burlingame treaty with the United States was a success, it would result not only in increasing the Chinese population of the Pacific coast, but in giving them the privileges of the ballot-box. As a good Californian, and a sound Democrat, he felt it his duty to resist this, and he lost no opportunity from his arrival in China to do it. When Mr. Burlingame was here negotiating the treaty, I remember hearing him express some fear that Browne would do just as he has done. Whatever may be the fate of the treaty, you may be sure Browne will not be troubled going back to China. The President some time ago expressed himself to William A. Howard, of Michigan, who was nominated and confirmed as Browne's successor, as in full sympathy with Mr. Burlingame's mission. At that time the tone of Browne's despatches to the State Department indicated his hostility to the embassy, and Mr. Fish called the President's attention to the fact. The President told Mr. Fish, as well as Mr. Howard, that he did not think Mr. Browne a fit man to represent the United States in China. On account of his determination to recall Browne, and his inability just then to get a suitable man for the place, the President urged Mr. Howard to accept, but the latter finally declined the mission.

JOSEPHUS.

CITY ITEMS.

ALL KINDS OF SUMMER CLOTHING, *at Greatly Reduced Prices, to close out our Summer Stock. Assortment still good. Superior to any ready-made goods in Philadelphia in every respect. Prices guaranteed lower than the lowest elsewhere.*
HALF WAY BETWEEN Fifth and Sixth streets, } BENNETT & CO., TOWER HALL, 518 MARKET STREET, PHILADELPHIA, AND 630 BROADWAY, NEW YORK.

GROVER & BAKER'S Highest Premium Sewing Machines, No. 730 Chesnut street.

SINGER'S SEWING MACHINES.—Ten dollars down, and balance in easy instalments. O. F. DAVIS, No. 810 Chesnut street.

JEWELRY.—Mr. William W. Cassidy, No. 12 South Second street, has the largest and most attractive assortment of fine Jewelry and Silverware in the city. Purchasers can rely upon obtaining a real, pure article, furnished at a price which cannot be equalled. He also has a large stock of American Western Watches in all varieties and at all prices. A visit to his store is sure to result in pleasure and profit.

HAS
PUT DOWN THE PRICES.
CHARLES STOKES offers the balance
of his summer stock at
GREATLY REDUCED PRICES
to close out,
in order to
make room
FOR THE *immense assortment* of
FALL and WINTER STYLES of
FINE FASHIONABLE CLOTHING
now in course of manufacture,
AT No. 824 CHESNUT STREET.

GAY'S CHINA PALACE, No. 1022 CHESNUT STREET—Will close their large assortment of goods on hand at the following astonishing low prices, to make room for the immense stock purchased by Mr. Gay in Europe, now in transit to this city:—

White French China Dining Plates, 9¾ in., per doz.	$2·00
White Stone China Dining Plates, 9½ in., per doz.	1·50
White French China Cups and Saucers, per set, 12 pieces	1·25
White Stone China Cups and Saucers, per set, 12 pcs.	60
Cut Glass Goblets, per dozen	2·25
Pressed Glass Goblets, per dozen	1·50
Best Stone China Tea Sets, 44 pcs., cups with handles	4·00
Best Stone China Tea Sets, 46 pcs., cups with handles	4·75
Best Stone China Dining sets, 92 pieces	15·00
White French China Dining Sets, 150 pieces	30·00
White French China Tea Sets, 44 pieces	7·50

The stock of Fancy Goods will be sold at a still greater discount from former prices.
Goods to go out of the city will be packed and delivered to transportation office free of charge, and insured against breakage to destination.
Call soon, before the assortment is broken.

GREAT REDUCTIONS,
Great Reductions,
Great Reductions,
Great Reductions,
Great Reductions,
Great Reductions,
Great Reductions,
Great Reductions,
Great Reductions,
Great Reductions,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
WANAMAKER & BROWN,
Oak Hall,
S. E. CORNER SIXTH AND MARKET STREETS.
Closing out Summer Stock.

MARRIED.

SEARCH—SHEILDS.—August 28, by the Rev. James Crowe, No. 1245 N. Seventh street, Mr. FRANCIS SEARCH and Miss CHRISTIANA SHEILDS, both of this city.

TODD—HILTON.—On the evening of the 25th, at St. Peter's Church, by Rev. Mr. Bronson, Mr. JOHN P. TODD, JR., of Bath, Maine, to Miss MARY HILTON, of Philadelphia.

DIED.

DERR.—On August 29, 1869, after a lingering illness, MARY A. DERR, relict of the late John Derr, in the 79th year of her age.

Her relatives and friends are respectfully invited to attend her funeral, from the residence of her son-in-law, Thomas Snyder, No. 628 N. Twenty-third street, on Wednesday afternoon at 4 o'clock. To proceed to the Odd Fellows' Cemetery.

GUNNING.—On the 28th instant, at Woodstown, New Jersey, JOSEPHINE A. P. GUNNING, wife of Dr. J. H. Gunning, of New York, and daughter of Captain A. F. Holmes.

The relatives and friends are respectfully invited to attend the funeral, from the First Baptist Church, N. W. corner of Broad and Arch streets, on Wednesday morning, September 1, at 9 o'clock. Interment at Woodlands.

HANLEY.—On the 29th instant, JOHN HANLEY, in the 50th year of his age.

The relatives and friends, also the members of the Orient Lodge, A. Y. M., are respectfully invited to attend the funeral, from his late residence, No. 1237 N. Tenth street, on Wednesday afternoon at 2 o'clock. To proceed to Mount Peace Cemetery.

HEIN.—On Sunday, August 29, Mrs. HESTER, widow of the late Peter Hein, in the 74th year of her age.

The relatives and friends are respectfully invited to attend the funeral, from her late residence, Chesnut Hill, on Thursday, September 2, at 10 o'clock.

KITCHEN.—On Monday, the 30th instant, ALFRED H., son of William Gordon and Susan Kitchen, in the 20th year of his age.

The relatives and friends are invited to attend his funeral, from the residence of his parents, on Wissahickon creek, above Conrad's lane, Twenty-first ward, on Thursday, September 2, at 2 o'clock. Funeral to proceed to Leverington Cemetery.

RICE.—On the 29th instant, MICHAEL RICE, aged 48 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, No. 128 Upland, Delaware county, on Wednesday, September 1, at 2 o'clock. To proceed to St. Michael's Church, Chester.

RUTH.—On the 29th instant, Mr. HENRY H. RUTH, aged 40 years.

The relatives and friends, and Empire Lodge, No. 104, I. O. of O. F., are respectfully invited to attend the funeral, from his late residence, No. 1524 Marshall street, on Thursday afternoon at 3 o'clock. To proceed to Odd Fellows' Cemetery.

PIANOS.

STECK & CO.'S & HAINES BROS'. PIANO-FORTES, AND MASON & HAMLIN'S CABINET AND METROPOLITAN ORGANS, with the new and beautiful VOX HUMANA. Every inducement offered to purchasers. J. E. GOULD, 7 28stuth3m No. 923 CHESNUT Street.

REMOVAL.—DUTTON'S PIANO ROOMS, CHICKERING GRAND, SQUARE AND UPRIGHT PIANOS, REMOVED TO Nos. 1126 and 1128 CHESNUT STREET. 8 9 1m WILLIAM H. DUTTON.

ALBRECHT, RIEKES & SCHMIDT, MANUFACTURERS OF FIRST-CLASS PIANO-FORTES. Full guarantee and moderate prices. WAREROOMS, No. 610 ARCH Street. 8 25

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. 11 19 rp4

FIFTH EDITION

THE LATEST NEWS.

Further Details of the Cape Island Fire—Additional List of Cottages and Stores Destroyed—A Fortunate Change of the Wind Saves the Town.

New Depar mental Regulations at the Capital—Reports Regarding the Cession of Cuba—The Postage Stamp Contracts.

FROM CAPE MAY.

How the Flames Communicated to the Great Hotels—Efforts of the Citizens to Stay Them.

Special Despatch to The Evening Telegraph.

CAPE ISLAND, Aug. 31.—The alarm was given by striking the bell known as the Visitors' Church bell, belonging to the Methodists, and the unwonted tones of the alarm bell broke with terror upon the ears of all the sojourners. Not since the destruction of the celebrated Mount Vernon House, more than ten years ago, has such a startling event occurred to arouse the hearers from their slumbers.

It is a singular coincidence that in each of these cases the fire occurred before the early dawn of morning, and at the close of the season, and it is a yet further coincidence that in neither case was there any fire apparatus to meet and put off the flames. The citizens and visitors, fully aware of the peril that threatened the destruction of the property on the whole island, turned out at once *en masse* and with the heartiest will, and set to work to try with the meagre means at their command to stop the conflagration; but they might as well have tried to sweep back the resistless tides of the ocean.

There was no fire engine or hose carriage in the place, and the use of a single one would have confined the fire to one or two unimportant buildings. One hook and ladder company was on the ground, and did efficient service in tearing down buildings in the path of the flames, and thus endeavored to check the progress of the conflagration. The citizens and visitors worked manfully and most commendably in passing buckets of water to and from adjoining cisterns and wells. The ocean being five hundred feet distant from the scene, to their heroic exertions are due the saving of one half of the island from total destruction.

Within the short space of thirty minutes from the first alarm the flames had reached to within twenty feet of the north side of the United States Hotel, a building five stories high, with over six hundred rooms, and last night containing several hundred visitors. At this point, he noble amateur firemen made superhuman efforts to check the fire, because the destruction of this house entailed a vast amount of additional loss, but all their efforts were in vain. The flames spread from the second to the third, fourth and fifth story verandahs, towering up into the sky, far beyond all human efforts to control it.

In twenty minutes time this immense structure was one vast mass of flame, a sheet of blazing fire that filled the air with innumerable blazing cinders, that fired all the surrounding properties. The fire now crossed to the west side of Washington street to Ferris cottage, occupied by the family of Wm. L. Hirst, and in a few moments that was level with the ground. Thence to the American Hotel Row, No. 1, occupied by Miss O'Bryan, millinery; No. 2, owned by Mr. Peterson, of Newark, occupied by Mr. Alexander, jewelry; No. 4, Mr. G. G. Evans, bookseller, who had fortunately removed his stock the day previous; No. 5, Lemon's store, was unoccupied; No. 6, confectionery store; No. 7, E. P. Stites' boot and shoe store; No. 8, Mr. Smith, real estate agent; a total loss. No. 9, saloon—total loss; No. 10, A. Loftus, saloon—total loss; No. 11, P. Konig's saloon—total loss. A double three-story French roof building owned by Anspach & Stanton, of Philadelphia, was destroyed. Loss, $10,000; insurance, $8000. One of these was occupied by J. P. Sloan, clothing store. Loss, $5000. The other by Mr. Haffnall, druggist. Loss, $5000; no insurance.

The flames were checked at this point on Washington street at 7 o'clock, and the Centr House was saved by wet cloths, and by th water played from Congress Hall, together with the levelling inward of the former building while in flames. A fortunate change of the wind about sunrise threw the flames directly to the eastward, towards the ocean, and prevented them from crossing Jackson street, otherwise the Centre House, the Merchant's, and the Ocean Hotels, Congress Hall, and many other houses would have been a mass of ruins, and thus nearly every leading hotel and store would have been destroyed.

FROM WASHINGTON.

The Cabinet Meeting.

Special Despatch to The Evening Telegraph.

WASHINGTON, Aug. 31.—The meeting of the Cabinet officers, on which so much stress has been laid, occurred this afternoon—Messrs. Fish, Rawlins, Creswell, Robeson, and Cox, and the President being present.

New Regulations in the Departments.

WASHINGTON, Aug. 31.—The Commissioner of Pensions has caused the following notice to be posted about his bureau, and is determined to strictly enforce the rule:—

"All inquiries in regard to the condition of claims pending in this office must be made through the Post Office."

An order has also been issued prohibiting admittance to the rooms occupied by the clerks of the department. In future, parties desiring interviews with clerks will be required to make application to the chief clerk of the office.

Postage Stamps.

A report has been circulated that the Postmaster-General had annulled the contract with the National Bank Note Company for printing Post Office stamps, because of the fact that a large number of the late issue had been counterfeited. Such is not the case, nor in fact has the question of cancelling the contract been before the department. It is not altogether improbable that a change may be made in one or two of the denominations for reasons other than that assigned in the report alluded to. The design and the style of the new stamps have been severely criticized, as before mentioned. Some of the inferior stamps may be superseded by those of improved quality.

The Cuba Question.

There is authority for saying that the statement published in one of your evening contemporaries, relative to the new proposition being made to the Government for the settlement of the Cuban question, is not true. Secretary Fish pronounces it not only untrue but absurd. Senor Lemus, the Cuban Envoy, says no such terms as those proposed in that despatch would be accepted by Cuba.

FROM THE DOMINION.

Ship Laborers' Strike—Bishops on their Way to Rome.

QUEBEC, Aug. 31.—The ship laborers of this port are on a strike, and the trade of the port is almost at a stand still. Yesterday the laborers' society, numbering 3500 men, marched in procession through the streets, and their conduct was so disorderly that the military were called out to prevent a riot. The Mayor and several prominent citizens were roughly handled.

Bishop Oxenden, Metropolitan of Canada, has arrived on the steamship Nestorian. Archbishop Kendrick, of St. Louis, is now here on his way to Rome. He preached to a large congregation at St. Patrick's yesterday.

FROM NEW ENGLAND.

A Raid by the Constabulary.

Despatch to The Evening Telegraph.

BOSTON, Aug. 31.—The constabulary made a raid on the saloon of W. H. & J. Foster on Tremont street this afternoon, and seized $1500 worth of liquors.

How a Failure Affects the "Hub."

The recent failure of the boot and shoe firm in St. Louis is a severe blow to Pearl street. The assets of the firm are $150,000, and the indebtness, most of it in Boston, is about $400,000. The claims of seven Pearl street firms are $200,000, and three houses are nearly ruined by the failure.

Burning of a Cotton Mill.

PROVIDENCE, R. I., Aug. 31.—A cotton mill at Barberville, in the town of Hopkington, R. I., owned by John Weldon, was burned yesterday. The loss is $40,000, insurance $30,000, of which $2500 was in the United States of Baltimore, and the balance in home companies.

FROM THE COAL REGIONS.

Large Meeting of Miners at Hyde Park.

Special Despatch to The Evening Telegraph.

SCRANTON, Aug. 31—3 P. M.—One of the largest meetings ever held in the coal regions is now assembled at Hyde Park for the purpose of determining by ballot whether they shall hold out for the basis or resume work, and in doing so become engaged in a bloody conflict with the men from the Schuylkill regions, who are here heavily armed watching their deliberations and with the avowed intention of compelling the Hyde Park men to stay out.

It is expected the voting will be concluded between 4 and 5 o'clock. The result is anxiously awaited by all interested parties.

This Afternoon's Quotations.

LONDON, Aug. 31—3 P. M.—Consols closed 93¼ for money and account. 5-20's of 1862, 84½; of 1865, old, 83¾; and of 1867, 83; 10-40's, 76¼. Railways steady. Erie, 23; Illinois Central, 93½.

LIVERPOOL, Aug. 31—4 P. M.—Cotton dull; uplands, 13¼d; Orleans, 13⅝@13¾d. Sales to-day, 6000 bales, including 3000 for export and to speculation. Red Western Wheat, 9s. 6d. Spirits of Petroleum, 8d. Naval Stores dull.

LONDON, Aug. 31—4:30 P. M.—Spirits of Turpentine, 34s. 6d.

EDUCATIONAL.

THE MISSES GREGORY WILL REOPEN their SCHOOL FOR YOUNG LADIES, No. 2317 LOCUST Street, on MONDAY, September 13. 8 30 1m*

FEMALE COLLEGE, BORDENTOWN, N. J.—This institution, so long and so favorably known, continues to furnish the best educational advantages, in connection with a pleasant Christian home. Catalogues, with terms, etc., furnished on application. College opens September 16. 7 27 2m JOHN H. BRAKELEY, President.

EXCURSIONS.

READING RAILROAD.—PARK ACCOMMODATION TRAIN—Between Philadelphia and Belmont, commencing August 9, 1869. Starting from station, SEVENTEENTH Street and PENNSYLVANIA Avenue, and stopping at Coates street (Park entrance), Brown street (Park entrance), Thompson street, Mifflin Lane (Entrance to Engel & Wolf's Farm), and east end of Columbia Bridge (Entrance to Washington Retreat).

(DAILY, SUNDAYS EXCEPTED.)

Trains start from Seventeenth and Pennsylvania avenue:—	Trains start from Belmont:—
At 7·10 A. M.	At 6·30 A. M.
" 9·10 A. M.	" 8·00 A. M.
" 11·00 A. M.	" 10·00 A. M.
" 1·30 P. M.	" 12·20 Noon.
" 3·00 P. M.	" 2·10 P. M.
" 4·50 P. M.	" 4·00 P. M.
" 6·30 P. M.	" 5·35 P. M.
" 7·40 P. M.	" 7·10 P. M.

Arrangements have been made with the Green and Coates Streets, Seventeenth and Nineteenth Streets, and Union Passenger Railways to sell exchange tickets in connection with above trains, good either way, for 12 cents.
Single fares, on Park Accommodation Train, 10 cents.
Tickets in Packages—7 for 50 cents, 14 for $1·00.
For sale at offices, Seventeenth street, Coates street and Belmont.
J. LOWRIE BELL, General Agent.
8 6 22t

FIFTH GRAND EXCURSION AROUND NEW YORK BAY AND STATEN ISLAND, with Prof. McCLURG'S celebrated Cornet Band and Orchestra.
Leaving Philadelphia, Walnut Street Wharf, On THURSDAY, September 2, at 7·30 A. M.
FARE FOR THE EXCURSION:
Single Tickets.....$3·00
Gentleman and Lady.....5·00
Tickets can be procured at the offices, Nos. 811 and 828 CHESNUT street, United States Hotel, foot of Walnut street, and at the wharf on the morning of excursion. 8 30 2t*

EXCURSION TRIP TO CAPE MAY, on THURSDAY, September 2.—The fine new steamer LADY OF THE LAKE will make an excursion and her last trip to Cape May on THURSDAY, leaving ARCH Street wharf at 9 A. M., and return on Friday. Excursion tickets, including carriage hire, $2·50; each way, including carriage hire, $2·25. 8 30 3t

EXCURSIONS ON THE SCHUYLKILL.—A steamer leaves Fairmount for Falls of Schuylkill EVERY FORTY-FIVE MINUTES during the day. Steamers run every day in the week. The Green and Coates Streets Passenger Railway Company exchange tickets with the boats. 8 28 tf

DAILY EXCURSIONS TO BEVERLY, Burlington, and Bristol, by the steamboat JOHN A. WAR

LITERATURE.

REVIEW OF NEW BOOKS.

AUTOBIOGRAPHY OF A SHAKER. By F. W. Evans. Published by the author at Mount Lebanon, N. Y.

We read this work with considerable attention, in the expectation that we would be able to gain a clear idea of the Shaker system. Mr. Evans is one of the principal elders of that strange sect, and he therefore speaks as one having authority. All that we can gather from it is that Shakerism is a phase of what is now called spiritualism; but beyond this the book reveals nothing that the world does not know already, and the Shaker creed, if there is one, is as much a matter of doubt as ever. Mr. Evans relates the story of his own conversion in a tolerably understandable manner, but the greater portion of the book is a series of rhapsodical effusions that are entirely beyond the comprehension of the uninitiated. After reading it we know no more about the Shakers than we did at the beginning. Some of our readers may wish to know something about Ann Lee, the founder of the Shaker sect, and we therefore quote the following sketch of her life:—

"Ann Lee was born February 29, 1736, in Toad lane (now Todd's street), Manchester, England. Her father, John Lee, was a blacksmith, and poor; with him she resided until she left England for America. Her mother was esteemed a very pious woman. They had eight children, who were (as was then common for poor children) brought up to work, instead of being sent to school; by which means Ann acquired a habit of industry, but could neither write nor read. During her childhood and youth, she was employed in a cotton factory, and was afterwards a cutter of hatters' fur; and then a cook in an infirmary. She was in every calling noted for her neatness, faithfulness, prudence, and economy.

"Her complexion was fair; she had blue eyes and light chestnut hair. Her countenance was expressive, but grave, inspiring confidence and respect. Many called her beautiful.

"She possessed a strong and healthy physical constitution, and remarkable powers of mind. At times, when under the operation of the Holy Spirit, her form and actions appeared divinely beautiful. The influence of her spirit was then beyond description, and she spoke as 'one having authority.'

"In childhood she exhibited a bright, sagacious, and active genius. She was not, like other children, addicted to play, but was serious and thoughtful. She was early the subject of religious impressions, and was often favored with heavenly visions.

"As she grew in years, she felt an innate repugnance to the marriage state, and often expressed these feelings to her mother, desiring to be preserved therefrom; notwithstanding which (through the importunities of her relatives), she was married to Abraham Stanley, a blacksmith. The convictions of her youth, however, often returned upon her with much force, and at length brought her into excessive tribulation of soul, in which she earnestly sought for deliverance from the bondage of sin, and gave herself no rest day or night, but spent whole nights in laboring and crying to God to open some way of salvation.

"In the year 1758, the twenty-third of her age, she joined a society of people who; because of their indignation against sin in themselves, often shook, and (by the Spirit) were shaken, and hence by the rabble were designated Shakers. The society was under the lead of Jane and James Wardley, formerly of the Quaker order. The people of that society were blameless in their deportment, and were distinguished for the clearness of their testimony against sin, the strictness of their moral discipline, and the purity of their lives.

"The light of this people led them to make an open confession of every sin they had committed, and take up finally and forever the cross against everything they knew to be evil. This endowed them with great power over sin; and here Ann found that protection she had so long desired, and which corresponded with her faith at that time. She was baptized into the same spirit, and, by degrees, attained to the full knowledge and experience of all the spiritual truths of the society.

"Her statement is:—'I felt such a sense of my sins, that I was willing to confess them before the whole world. I confessed my sins to my elders, one by one, and repented of them in the same manner. When my elders reproved me, I felt determined not to be reproved twice for the same thing, but to labor to overcome the evil for myself. Sometimes I went to bed and slept; but in the morning, if I could not feel that sense of the work of God that I did before I slept, I would labor all night. This I did many nights, and in the daytime I put my hands to work, and my heart to God, and the refreshing operations of the power of God would release me, so that I felt able to go to my work again.

"'Many times, when I was about my work, I have felt my soul overwhelmed with sorrow. I used to work as long as I could keep it concealed, and then would go out of sight, lest any one should pity me with that pity which was not of my God. In my travail and tribulation, my sufferings were so great, that my flesh consumed upon my bones, bloody sweat pressed through the pores of my skin, and I became as helpless as an infant. And when I was brought through, and born into the spiritual kingdom, I was like an infant just born into the natural world. They see colors and objects, but they know not what they see. It was so with me; but, before I was twenty-four hours old, I saw, and knew what I saw.'

"Ann was wrought upon after this manner for the space of nine years. Yet she often had intervals of releasement, in which her bodily strength and vigor were sometimes miraculously renewed; and her soul was filled with heavenly visions and Divine revelations. By these means, the way of God and the nature of His work gradually opened upon her mind with increasing light and understanding.

"She spent much time in earnest and incessant cries to God to show her the foundation of man's loss, what it was, and wherein it consisted, and how the way of salvation could be discovered and effectually opened to mankind in their present condition, and how the great work of redemption was to be accomplished.

"The ultimate effect of the labor and suffering of soul that Ann passed through was to purify and fitly prepare her for becoming a temple in which the Christ Spirit, that had made the *first* appearing to Jesus, and constituted him Jesus Christ, could make a *second* appearing; and through whom the God of heaven could set up a church, or 'kingdom which should never be destroyed.'

"While Ann, for bearing her testimony against 'fleshly lusts, which war against the soul,' was imprisoned in Manchester, England, she saw Jesus Christ in open vision, who revealed to her the most astonishing views and Divine manifestations of truth, in which she had a perfect and clear sight of the 'mystery of iniquity,' the root and foundation of all human depravity.

"From the time of this appearing of Christ to Ann, in prison (1770), she was received by the people as a mother in spiritual things, and was thenceforth by them called Mother Ann.

"The exercises in their religious meetings were singing and dancing, shaking, turning, and shouting, speaking with new tongues, and prophesying, with all those various gifts of the Holy Spirit known in the Primitive Church. These gifts progressively increased, until the time of the full organization and establishment of the Shaker Church in America in the year 1792.

"On the 19th of May, 1774, Mother Ann, with eight of her followers, embarked in the ship Mariah for New York, where they arrived on the 6th of August following. They proceeded to Albany, and thence to Watervliet, which was at that time a wilderness, and called Niskeuna, where they remained very secluded for about three years and a half.

"Mother Ann, having finished her work on earth, departed this life at Watervliet, on the 8th day of September, 1784, aged forty-eight years and six months."

—From Claxton, Remsen & Haffelfinger we have received "Deus Semper." By the author of "Semper Deus." This is one of a succession of religious works which the success of "Ecce Homo" called forth, which are published under titles which assimilate as closely as possible to the great original, which seek to excite curiosity by being issued anonymously, which grow more and more obscure in style with each succeeding issue, and which we cannot help ascribing to a sort of religious humbuggery that is not altogether reputable in the writers. The author of the work before us labors through 435 pages, ostensibly for the purpose of giving religious instruction to his readers, but like the Shaker rhapsodies mentioned above, it is utterly beyond the scope of ordinary humanity. We candidly confess that we have no idea what the author is driving at, and we do not believe that he knows himself. There has been quite enough works of this class published, and persons who have any ideas on religious subjects that are worth giving to the world will do themselves more credit by striking out a new path for themselves, rather than by following in the wake of a worn-out sensation.

—From D. Ashmead we have received "Diomede," from the "Iliad" of Homer, translated by William R. Smith. This is a spirited rhymed translation of the fifth book of the "Iliad" by an Alabamian. The book itself is one of the most animated and graphic in the whole of the great epic; and the translation will compare favorably with any that have preceded it. In a brief preliminary note, Mr. Smith gives a concise account of the various English translations that have appeared, with critical comments that indicate that he is fully qualified for the task he has undertaken.

From the same house we have received "Mademoiselle Fifty Millions," by the Countess Dale; translated by Adelaide DeV. Chandron. This is a capital French novel, which deserves to be extensively read. It forms No. 9 of Appleton's cheap and attractive "Library of Choice Reading."

—From T. B. Peterson & Bros. we have received "Sibyl Huntington," by Mrs. Julia C. R. Dorr. This writer is known by several interesting stories of American home and country life. The work before us is written in a pleasant vein, and it will doubtless find an appreciative circle of readers.

—From T. Ellwood Zell we have received Nos. 43 and 44 of "Zell's Popular Encyclopedia," which reaches the title "Branch." The valuable character of this important work becomes more apparent as it advances.

BRIGANDAGE IN MEXICO.

Characteristics of the Professional Highwayman.

The *New Eclectic Magazine* contains a striking article on highway robbery in Mexico, from which we take the following paragraphs:—

"A Mexican will seldom risk his life for the property he carries with him. He will promise to do so, and will carry a pistol for the purpose, but when the time for action arrives he is sure to turn up missing. Of native cowardice and duplicity scores of examples in this connection might be cited, but one will suffice for this article. In the cemetery at Jalapa a simple stone marks the spot where sleeps a young American, Yorke by name. He, in company with seven Mexicans, left the City of Mexico in the morning diligence for the East, and by way of the national road. All were armed with revolvers. As some of the party carried money and valuables, it was agreed before starting to fight their way through. Each man on the first alarm was to alight, take position as he saw fit, and fire without orders. Yorke carried two Colt's revolvers. No robbers appeared until some five leagues east of Jalapa, when a band of fifteen issued from the thick underbrush, and immediately opened a heavy fire with pistols and carbines upon the diligence. Yorke, as agreed upon, jumped from the coach, calling upon his comrades to follow, and, taking a position, returned the fire. Not a solitary passenger moved from the vehicle; he stood alone, with the fire of the whole gang directed towards him. He fired eight shots, then fell dead. The fiends then rushed upon him, and literally hewed his body to pieces with their sabres. His eight shots killed three and wounded four more of the assailants. His fellow-passengers delivered up their arms, were bound, robbed, stripped of their clothing, and almost beaten to death.

"When the roads are too well guarded the bandits turn off into the interior, and swoop suddenly upon some defenseless village, commit murders, sack it, and sometimes burn it; then decamp without loss, carrying off their booty. Complaints go up to the capital, and troops are sent into the lawless district; but in the meantime the band has fallen upon another village in a distant province. In these remote districts colonels and captains are clothed with extraordinary powers in brigand cases. They seldom refer a case to higher authority; they apprehend, and when the evidence is clear, execute the offenders in from two to ten hours after capture. Frequently the shooting follows the instant after capture. The prefect of a canton has similar jurisdiction in special cases, and he exercises his power without stint or hesitation. Here is a case in point:—Two years ago two Americans travelling overland from the Rio Grande, stopped over night at a town in the State of Vera Cruz. Employing a guide, they set out for the port of Vera Cruz. Journeying southward, they were ambuscaded in a barranca by the comrades of the guide, who murdered and stripped them, and taking their horses, fled to the mountains. On the following day the prefect of that canton pursued with a score of soldiers, and on the third day overtook and captured the murderers. He carried them to the spot where the tragedy was committed; the evidence seems to have been conclusive, for without form of trial, and within sight of the graves of the two dead men, he swung them from the nearest trees. The bandits were left hanging for weeks as a testimony of Mexican justice. But this swift punishment does not deter men from engaging in the business of outlawry. A Mexican brigand goes to his death with as much self-possession as he does to the confessional.

"These gentlemen of the road are often fine-looking fellows, dashing and polite, and exceedingly well dressed. Now and then a spark of the Robin Hood gallantry shows itself. They are not wanting in professional honor either, and at times they exhibit a dash of good nature that is curious and diverting. Some time before the evacuation of Mexico by the French, while passing from Mazatlan on the Pacific to Guadaljara, in the diligence, with a party of three ladies, four children, and an old man of seventy, a well-mounted, well-organized troop of ten men overhauled us. To show fight under the circumstances would have been madness; hence we submitted gracefully, losing money, watches, arms—no more. It was a time when the road swarmed with bandits, some under the Liberal flag, others independent. A view of the situation indicated very clearly our condition. The next band finding no money, would take our clothes and rifle our baggage. The next, finding nothing else, would take our lives. Indeed, when a man puts himself in the way of being robbed here, it is necessary to have something to be robbed of. His person will suffer for his poverty. There is no remission for the sin of travelling with an empty purse. Our case was submitted to the robber chief, and the old man—our Spanish spokesman—was eloquent and complimentary. His logic seemed irresistible; for, without a wood of parley, the chief wheeled his horse, ordered his men in front and rear of us, and motioned the driver to push on. He remained with us all that day, drove off and talked off no less than four robber bands, and saw us safely in the *garrita* at Guadaljara. Since the close of the late war I saw on the streets of the capital this same robber chief, now an officer high in rank in the national army.

"A well-organized band makes no attack unless certain of a prize. Each band has its emissaries in the towns on the road where it operates. The number and nationality of each load of passengers are accurately reported at the principal rendezvous in time to attack; spies watch every movement of the traveller. The exposure of watches or jewelry or money at stations is sure to provoke attack. If arms are aboard and carried by Americans or English, the prize must be a rich one to induce an assault. They abhor an armed 'Gringo' (American), and dislike to war on women. Ruffians as many of them are, they rarely commit great outrages upon ladies. But it has occurred more than once, and with circumstances of horrible cruelty.

"A life's experience has made them adepts in the business of robbing. They are swift and noiseless in their researches. An expert hand will relieve a dozen persons in a twinkling. Your purse, watch, or shawl goes before you have time for reflection. You wonder, when it is all over, how it could have happened. They have a wonderful *penchant* for rings, diamond pins, and jewelry of all kinds. When the spoils are gathered, and your baggage ransacked, the polite bandit lights a cigar, offers one to each passenger, and, bowing low as he turns, spurs rapidly away, and is lost in the dense chapparal.

"From childhood a Mexican is taught the use of the lasso. He catches his mules and cattle and horses on the prairie with it, and if he chooses to adopt the life of an outlaw, his past practice ensures success in catching men. He sits a horse gracefully, and rides wherever man can ride. If he is alone, and fears the bullet or lance of his contemplated victim, he resorts to the lasso. Riding on the table land west of San Luis in the month of May, the writer was brought face to face with two horsemen, one pursuing the other. They were at a gallop. The pursuer, when within forty yards of his victim, loosened his lasso from the saddle, swung it round his head for half a minute, and as he spurred forward, dropped it like a loop over the traveller's head. He then turned his horse's head, struck across the plain, and brought his prey to the ground. Dragging him a short distance over the grass, he alighted suddenly, rifled the pockets of watch, purse, and pistols, and was off like the wind before a bullet could reach him.

"The Government has resorted to every species of legislation to break up the system. The criminal code is nearly uniform in all the States. Stealing a horse, stopping the diligence, forcible entry of a building with the theft of the simplest article, are all crimes punishable by death. In a country like Mexico, however, it must not be presumed that justice always overtakes the evil-doer, even when he is fairly caught. Money has many uses, one of them being to compromise cases—in short, to purchase the lives of criminals. In this land there is no hope for a man destitute of friends and money. For such there is but one way. He passes the processes of the law without delay, goes out with the pitiless guards, receives the well-aimed shots, and the majesty of the law is vindicated. Then there is a blast of trumpets in the newspapers in praise of justice in this republic. Extenuating circumstances are sometimes seen in aggravated cases, the tongues of witnesses grow dumb, or the convicted murderer or robber is spirited off to another State. It is money that is potent to arrest the bullet, that buys witnesses, and that opens the prison gates to the greatest and most notorious brigands and criminals in the land. Official corruption permeates through every branch of the courts, and the sum of it is beyond conception. There are well authenticated cases in every canton, of attorney and judge bidding against each other for advice to release a criminal and cheat the law; instances, and scores of them, where ten dollars and twenty dollars saved the lives of men, and where the want of that amount sent others to felons' graves.

"Although the law condemns the system of brigandage, society as a mass does not. It is not an uncommon thing here for a noted robber to be admitted into the best of society and rise to civil distinction. The antecedents of most of the military men would not bear rigid investigation. When a man abandons the road the doors of society are opened to him. The worst phase of chivalry is a living reality in Mexico. If it has degenerated into brigandage in the eyes of the outside world, be sure natives do not 'see it in that light.' It is a Castilian offshoot, and revered still as in olden times. The ballad that has lived longest in Mexico is one that extols the bandit knight, with 'horse and lance and lady,' as the embodiment of the noble and heroic. No doubt the government is earnest in its efforts to crush the life out of brigandage. For this the civil and military forces wage incessant war upon it. But it is the few grappling with the many; law and order battling with long-accepted custom. Nevertheless, the slaughter of *ladrones* abates not. The death-penalty, the rattle of musketry, the hundreds swept monthly into robber graves, scarcely create a lull in the great national business of *prestamo-ing*, robbing, and throat-cutting."

—A few days ago Mrs. Denny, a resident of Princeton, Ky., purchased a lot of duck eggs, carried them home, and for convenient use, placed them in her bureau drawer, where they remained undisturbed until Friday, when her attention was called to the bureau by an unusual noise therein. Upon pulling out the drawer, to her utter astonishment, she found three young ducks hatched out and scratching around for freedom.

Yarmouth Herring.

From All the Year Round.

Herrings are not alone the arms; they are the very legs of Yarmouth. The town lives on them, and stands by them. In 1798 Yarmouth had only sixteen fishing boats, Lowestoft twenty-four, and the Yorkshire men forty. In 1833 there were one hundred Norfolk boats (chiefly Yarmouth) to the forty or fifty of Yorkshire, the whole employing a capital of two hundred and fifty thousand pounds. In these present times, a recent able writer says, there are two hundred Yarmouth boats and forty Yorkshire and Sussex cobles, catching every season six or seven score million herrings, of the value of two hundred thousand pounds. The mackerel fishing employs one hundred boats and fourteen hundred men and women. Every mackerel lugger costs seven or eight hundred pounds, and carries eighty or a hundred nets, each twenty yards long by eight and a half broad. Every herring boat is worth from six hundred to a thousand pounds. It is calculated that half a million of money is, one way or other, invested at Yarmouth in reaping the fish harvest. The herring harvest commences at the end of September, and the glittering millions of over-population with which the North Sea then teems are dragged out for ten consecutive weeks. A recent topographical traveller has collected with patient care and skill some curious close-pressed facts on the subject of Yarmouth's ceaseless industry. On those rough October nights, when the sands froth and boil crimson in the slant light of the red beacon, these Norfolk seas are literally coagulated with herrings, and the nets bring them up in tumbling heaps of loose and spangled silver. A single Yarmouth boat has been known to bring in from twelve to sixteen lasts, each last being ten barrels, or ten thousand herrings!

Oak-logs, the crow is informed, are used to smoke the best herrings; but the Birmingham bloater being of a lower caste is seasoned by hazel wood and fir loppings. A smoke house, half malt-kiln, half "oast" house, is a large oblong tower, forty or fifty feet high, without floors. Above are transverse compartments divided by partitions of horizontal rails. In these open racks or "loves" lie the laths or "speets." The herring, arriving by cart from the beach to fulfil his destiny for the good of a higher species, is first thrown with his fellows into a brick recess, sprinkled with salt, and left for several days. The duration of the vaporous purgatory depends on the destination of the fish. If he be a Belgravian bloater, a bloated aristocrat, he merely hangs twenty-four hours until he begins to swell with self-importance, and is prepared for packing; if a "Straits man" for the Mediterranean ports, he lingers longer; if he be a mere black herring, for the chand'lers, or the tally shop, he serves his full ten days, and emerges hard, dark, and salt. On emerging from their bath the herrings are run through the gills by gangs of skilful women called "ryvers," who "speet" them on long sticks; eight women speeting eight lasts of herrings (thirteen thousand two hundred herrings to a last) in a day. For each last the women get three shillings and ninepence. The speets are then placed by climbing men on the loves, tier by tier, until the smoke-house is full. The fire is then lighted, the oil begins to distil, and the herrings slowly turn yellow, dusky orange, dingy red, or black, according to the duration of the smoking. "Last scene of all that ends this strange eventful history," comes the packer, who removes the speets, and strips the fish into the barrels in the radiating order in which they are to lie, until each barrel has its regulated seven hundred and fifty (thirteen dozen to the hundred.)

The scenes on the old jetty when the mackerel boats are coming in and the fish auctions are beginning, are very picturesque. This moment there is nothing visible but a few bald flag-staves marking the auction stand, tangles of straw, piles of madder-colored nets, heaps of baskets and empty oily tubs, some old mermaids in blue aprons, and some old fishermen in oilskin dreadnaughts and long boots. Some tan-colored sails lop round in sight. Instantly the jetty comes to life. The ferry boats mounted with iron skates are shoved down to the water and warped out; the tubs are also rolled down and got ready. The boats come in, crowded with mackerel baskets. The nautical women gather round the auctioneer, who stands with a red book in one hand, and a bell in the other. He rings the bell, and announces, with true Saxon brevity, "Here I have so many hundred and so many quarters at so much a hundred." The baskets are instantly emptied into tubs half full of water, and the women wash and pack the perishable fish in layers (sixty mackerel to a basket), six score to the hundred, the largest fish on the top. Straw is spread over the fish, down go the lids of the baskets, scaly hands tie the reddened strings, scaly hands lift the loads into quick railway carts, and off they fly to expectant London and hungry Birmingham.

FURNITURE, ETC.

FURNITURE.

A. & H. LEJAMBRE

HAVE REMOVED THEIR

Furniture & Upholstering Warerooms

TO

NO. 1127 CHESNUT STREET,

8 10 wfm6mrp GIRARD ROW.

For LOOKING GLASSES, all who are building or furnishing should go to JAMES S. EARLE & SONS, No. 816 CHESNUT Street, where may be found the largest stock, the greatest variety, and the very lowest prices. It is the only establishment in the city where Frames are made and gilded throughout, and where the patterns are original. 4 5 mwfrp

WOODLANDS CEMETERY COMPANY.—The following Managers and Officers have been elected for the year 1869:—

ELI K. PRICE, President.

William H. Moore, Samuel S. Moon, Gillies Dallett, Edwin Greble, | William W. Keen, Ferdinand J. Dreer, George L. Buzby, B. A. Knight.

Secretary and Treasurer, JOSEPH R. TOWNSEND.

The Managers have passed a resolution requiring both Lot-holders and Visitors to present tickets at the entrance for admission to the Cemetery. Tickets may be had at the Office of the Company, No. 418 ARCH Street, or of any the Managers. 12p

TO THE PUBLIC.—THE FINEST AND largest assortment of the latest styles of Boots Gaiters, and Shoes for Men and Boys can be had at

ERNEST SOPP'S Large Establishment, No. 29 N. NINTH Street.

8 2 6m

FINANCIAL.

A RELIABLE HOME INVESTMENT.

THE FIRST MORTGAGE BONDS OF THE

Wilmington and Reading Railroad,

BEARING INTEREST

At SEVEN PER CENT. in Currency

Payable April and October, free of STATE and UNITED STATES TAXES.

This road runs through a thickly populated and rich agricultural and manufacturing district.

For the present, we are offering a limited amount of the above Bonds at

85 Cents and Interest.

The connection of this road with the Pennsylvania and Reading Railroads insures it a large and remunerative trade. We recommend the bonds as the cheapest first class investment in the market.

WM. PAINTER & CO.,

BANKERS AND DEALERS IN GOVERNMENTS,

NO. 36 S. THIRD STREET,

6 4 3m PHILADELPHIA.

DE HAVEN & BRO.,

BANKERS

AND

Dealers in Government Securities,

UNION PACIFIC RAILROAD

First Mortgage Bonds,

Gold, Etc.,

No. 40 South THIRD Street,

6 11 PHILADELPHIA.

E. K. JAMISON & CO.,

SUCCESSORS TO

P. F. KELLY & CO.,

Bankers and Dealers in

Gold, Silver, and Government Bonds,

AT CLOSEST MARKET RATES,

N.W. Corner THIRD and CHESNUT Sts.

Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc, etc. 6 5 tf2 31

GLENDINNING, DAVIS & CO.,

NO. 48 SOUTH THIRD STREET,

PHILADELPHIA.

GLENDINNING, DAVIS & AMORY,

NO. 2 NASSAU STREET, NEW YORK

BANKERS AND BROKERS.

Direct telegraphic communication with the New York Stock Boards from the Philadelphia Office. [12 2

SMITH, RANDOLPH & CO.,

BANKERS,

PHILADELPHIA AND NEW YORK.

DEALERS IN UNITED STATES BONDS, and MEMBERS OF STOCK AND GOLD EXCHANGE,

Receive Accounts of Banks and Bankers on Liberal Terms.

ISSUE BILLS OF EXCHANGE ON

C. J. HAMBRO & SON, London.
B. METZLER, S. SOHN & CO., Frankfort.
JAMES W. TUCKER & CO., Paris.

And Other Principal Cities, and Letters of Credit Available Throughout Europe. 1 2 tf

CITY WARRANTS

BOUGHT AND SOLD.

C. T. YERKES, Jr., & CO.,

NO. 20 SOUTH THIRD STREET,

2 4 PHILADELPHIA.

ELLIOTT & DUNN,

BANKERS.

NO. 109 SOUTH THIRD STREET,

PHILADELPHIA,

DRAW BILLS OF EXCHANGE ON THE UNION BANK OF LONDON.

DEALERS IN ALL GOVERNMENT SECURITIES, GOLD, BILLS, Etc.

Receive MONEY ON DEPOSIT, allowing interest.

Execute orders for Stocks in Philadelphia, New York, Boston, and Baltimore. 4 26

P. S. PETERSON & CO.,

Stock and Exchange Brokers,

NO. 39 SOUTH THIRD STREET,

Members of the New York and Philadelphia Stock and Gold Boards.

STOCKS, BONDS, Etc., bought and sold on commission only at either city. 1 26

FINANCIAL.

A Seven Per Cent. Gold Loan

$6,500,000.

THE KANSAS PACIFIC RAILWAY, now in successful operation from Kansas City to Sheridan, proposes to build an extension to Denver, Colorado. The Government has granted Three Millions of Acres of the finest lands in Kansas and Colorado, which are mortgaged for the security of a loan of

$6,500,000.

This loan is secured in the most effectual manner. It represents a road in profitable operation, and will open the trade of the Rocky Mountain country and connect it with the great markets of the East. It is considered to be one of the best loans in the market.

EVEN BETTER IN SOME RESPECTS THAN GOVERNMENT SECURITIES.

The loan has thirty years to run, principal and interest payable in gold, semi-annually, seven per cent.

The coupons will be payable semi-annually in either Frankfort, London, or New York, and will be free from Government taxation. The bonds for the present are sold in currency at 96, with accrued interest.

Circulars, maps, and pamphlets sent on application.

DABNEY, MORGAN & CO.,
No. 53 EXCHANGE PLACE, NEW YORK.

M. K. JESUP & CO.,
No. 12 PINE STREET, NEW YORK.

We are authorized to sell the bonds in Philadelphia, offer them as a reliable investment to our friends.

TOWNSEND WHELEN & CO.,
No. 309 WALNUT Street,
8 27 tuthf tf PHILADELPHIA.

BANKING HOUSE

OF

JAY COOKE & CO.,

Nos. 112 and 114 South THIRD Street,

PHILADELPHIA,

Dealers in all Government Securities.

Old 5-20s Wanted in Exchange for New.

A Liberal Difference allowed.

Compound Interest Notes Wanted.

Interest Allowed on Deposits.

COLLECTIONS MADE. STOCKS bought and sold on Commission.

Special business accommodations reserved for ladies.

We will receive applications for Policies of Life Insurance in the National Life Insurance Company of the United States. Full information given at our office. 7 1 3m

PENNSYLVANIA

AND

New York Canal and Railroad Co.'s

SEVEN PER CENT. BONDS.

GUARANTEED BY THE LEHIGH VALLEY RAILROAD COMPANY.

A LIMITED AMOUNT OF THESE BONDS

OFFERED AT

NINETY-ONE PER CENT.

The Canal of this Company is 105 miles long. Their Railroad of the same length is fast approaching completion, and being principally owned by the Lehigh Valley Railroad Company, will open in connection therewith an immense and profitable trade northward from the coal regions to Western and Southern New York and the Great Lakes.

Apply at Lehigh Valley Railroad Company's Office No. 303 WALNUT Street, Philadelphia. [8 2 1mrp

CHARLES C. LONGSTRETH,

Treasurer Lehigh Valley Railroad Company.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
8 15 BEACH and PALMER Streets.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

PHILADELPHIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc.

Castings of all kinds, either Iron or Brass.

Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc.

Retorts and Gas Machinery of the latest and most improved construction.

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping Engines, etc.

Sole Agents for N. Billeux's Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines. 4 30

GIRARD TUBE WORKS.

JOHN H. MURPHY & BROS.

Manufacturers of Wrought Iron Pipe, Etc.

PHILADELPHIA, PA.

WORKS,

TWENTY-THIRD and FILBERT Streets.

OFFICE,

No. 42 North FIFTH Street. [41

THE PRINCIPAL DEPOT

FOR THE SALE OF

REVENUE STAMPS

No. 304 CHESNUT STREET.

CENTRAL OFFICE, No. 105 S. FIFTH STREET,

(Two doors below Chesnut street)

ESTABLISHED 1862.

The sale of Revenue stamps is still continued at the Old-Established Agencies.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express), all orders immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Checks, Receipts, etc.

The following rates of commission are allowed on Stamps and Stamped Paper:—

On $25 and upwards.....2 per cent.
" 100 " .....3 "
" 300 " .....4 "

Address all orders, etc., to

STAMP AGENCY,

No. 304 CHESNUT STREET, PHILADELPHIA.

Incidentals.

—Mount Washington, one of the steep hills in the suburbs of Pittsburg, has long been a favorite locality with those who rejoice in pure air and beautiful views, but the steepness of the ascent has prevented many families from building on the summit. A company has been formed, however, for the purpose of constructing a railroad to the top of the mountain. The vertical height of the hill is 330 feet, giving the plane a length of 670 feet, and an inclination of thirty-five degrees. The roadway consists of two tracks, five feet gauge, with two cars, one ascending while the other descends. These cars are fifteen feet long, and are built at an angle of thirty-five degrees, with each end describing a vertical line. A horizontal line cutting off the lower corner of the lower half of the car forms the floor of the first compartment. The floor of the second compartment reaches midway into the upper side of the first compartment. When the car stands at the lower waiting-room, the passenger steps upon the floor of the first compartment, entering at the *side* of the car. To enter the second compartment it is necessary to mount two steps. The passengers will be seated on seats running across the car, and facing each other. Each compartment will accommodate eight passengers. The front platform will be constructed in such a manner as to accommodate four passengers, or to carry large packages, such as a barrel of flour, etc. The cars will be raised with a strong rope, made of steel or wire. This rope will be passed over a large drum, which will be operated by two powerful engines. The safety arrangement is simply a second rope attached to each car, and which, passing around a horizontal sheave, follows idly all movements of the cars. In case the hoisting rope should part the safety rope will act in such a manner as to hold the car. The company propose to have the road in running order in ninety days.

—The San Francisco newspapers describe some wonderful phenomena observed in that city on the 17th of August. At about 7 o'clock a heavy fog drifted from the ocean over the peninsula, enveloping the city, and rendering it impossible to see objects at more than two blocks distant. A short time after, the western horizon was illuminated, and in the course of ten minutes the whole western portion of the heavens, extending to the zenith, was lit up magnificently. The heavy clouds of vapor were made to look like immense banks of snow slightly tinged with crimson. This peculiar appearance lasted about half an hour, and passed away as it commenced. On the next evening the display was decidedly of another character. The western portion of the sky was gorgeously illuminated with a brilliant red glare that can only be compared to an extensive conflagration on a very dark night. Several times during the display large dark clouds arose as from out of the ocean, and passing up through the illumination disappeared through the darkness above. The wonderful phenomenon lasted about half an hour, and was witnessed by thousands, who thronged the streets. It is accounted for as being a reflection of the sun's rays in the first instance, and a peculiar electrical condition of the atmosphere in the second.

—The Chinese laborers in San Francisco are quick to learn the ways of their neighbors, and about sixty of them employed on the San Rafael Railroad struck last week for a ten-hours day, they having heretofore labored eleven hours. One of the local journals says:—"They went in true barbarian style—conceitedly, angrily, and noisily. They all 'sabeed too muchee fightee 'tween capital and labor,' and were bound to take part in it. They had no 'dudeens,' so they laid off under the trees and smoked opium; no whisky, so they drank tea. The overseers urged them to go to work, and they laughed at them; they scolded, and the Chinamen scowled. At last a herald was despatched to this city, and a Chinaman who works in Wells, Fargo & Co.'s office went up. After consultation, the men agreed to work eleven hours per day for one month longer, and after that the days will be reduced one hour."

—Extraordinary scenes in a graveyard are reported from Belfast, Ireland. The Privy Council had ordered the closing of the Shankhill burying-ground, except where there could be seven feet of earth left above each coffin. For two days, until a late hour at night, a number of persons, to evade this order, took possession of the graveyard, and disinterred the remains from the overcrowded graves. Their object was to sink the graves so deep as to enable them to reinter the coffins, and still retain the right of sepulture in the particular spot. The scene was of the most dreadful character; coffins in all stages of decomposition were lying about, and even undecayed shrouds. The Mayor ultimately, with a police force, appeared, and having convinced the people that they were acting illegally, the graves were covered up again.

—A writer in the *Revue des Deux Mondes* tells the following anecdote:—"Four years ago a tanner of Dijon, who had affirmed that the French budget represented in bank notes the height of the steeple of St. Benigne, was cited before the Correctional Police on a charge of seditious language. In court, however, he maintained his assertion with vigor, and was acquitted. The judges, in fact, evinced some shrewdness on the occasion, and admitted impliedly that the accused was not in error. A thousand notes of 1000 francs piled up have exactly 10 centimetres (four inches) in height. Taking the budget in round numbers at 2,000,000,000, the notes in question superposed would attain a height of 200 metres. But, according to the *Annuaire du Bureau des Longitudes*, the spire of St. Benigne is only 92½ metres high.

An American steamboat has been put upon the Rhine, and astonishes the natives. For years the only steamers on that much-traveled river have been the little, narrow, slow boats, with sub-aquean cabins, which disgrace all of the German rivers.

Foreign Literary, Art, and Scientific Items.

—The *Athenæum* says:—Mr. Woolner's statue of Lord Palmerston has been suited with a better place than originally offered, and will be fairly seen. The statue, which is of bronze, and somewhat larger than life, stands upright, in the act of speaking, and in an attitude which shows the statesman's left hand on his hip; his right arm is a little withdrawn from the front, with the palm open; the figures are slightly divergent and bent, thus expressing something like depreciation of an opponent's idea in debate. The figure stands firmly, but lightly, on both feet, which are set apart; the lower limbs straightened, the torso erect, the chest expanded, and the shoulders held back; while the head is a little raised, the face being somewhat advanced. This attitude, which takes so many words to describe, catches the eye of the observer, and gains expressiveness by the unison of the limbs in one purpose. This thoroughness of action attracts attention, and compels the student to examine the work with unwonted interest. There is a certain undeniable look of unconsciousness of, if not indifference to, the presence of a spectator. Its evident total absorption in the matter in hand makes us feel the presence of an example of intense vitality in art, which has been rare indeed since the best time of the Greeks, whose figures never act at us. As in the "Bartolomeo Colleoni" of Verocchio, the expression of an intense idea pervades every limb and feature of the figure, and is vital without violence, original without effort. The air of the statue is not stately; that of the original was not so; but it is marked by gravity, self-restraint, and energy. With nothing that suggests a contemplative character, here is the look of abundant resource, ease, readiness, and flexibility in modes of action in pursuing purposes which were firm enough below the surface. Palmerston looks rather a man of business than a far-sighted statesman. His face is "modern," and anything but "heroic;" herein lay much of the sculptor's difficulty. The modern costume is rigidly attended to in all essentials; the trousers are trousers of cloth, with truthful folds and texture; the limbs the garments cover are indicated rather than revealed, and no affectation of anatomical knowledge has marred the design. A short cloak of thin cloth and ample extent, with loose sleeves and wide openings at the wrists, hangs from the shoulders behind the figure, but so carefully disposed in a natural way that it does not look like "drapery." We consider this by far the most artistic and vigorous public statue which has yet appeared in this country.

—The London *Athenæum* says:—The cleaning of Henry the Seventh's tomb, in the chapel, at Westminster, which that monarch built to contain it, may be expected to produce an effect which, on account of its splendor, will captivate the eyes of many who do not regard the interior in question as a whole, and with a view to its solemn pictorial effect. A gorgeous and shining fragment of the chapel will probably be presented, far surpassing, in the success of the operation in reviving an old work, that which has been unfortunate with regard to the monument of the Countess of Richmond in the adjacent aisle of the same chapel. We deprecate very earnestly these attempts to revive parts of a homogeneous whole, not only on their own account, as not necessary to their preservation, but because they result in producing incongruities which are destructive to the gravity and beautiful color which time has given. Above all, one does not know where these operations are to stop. The same reasoning which attempts to justify these proceedings may be applied with equal fortune to an entire "restoration" of the Abbey. We were warned long ago that a desire was felt and expressed to proceed in the manner which has now been the cause of our regrets; also that experiments on a small scale had been made with regard to cleaning the gates of Henry the Seventh's Chapel; but we trusted, as we can no longer trust, that nothing would be done to destroy the beautiful effect which, until recently, charmed artistic eyes. We protest against the work which has been already done, and hope that that which is well will be in future left alone. It needs but weak artistic feeling to see how much graver, apter, and more harmonious is the aspect of such a tomb as that of Lodovick Stuart, Duke of Richmond, as yet untouched, on the south of King Henry's monument, than that of the latter now cleaned memorial.

—A little more than half a century has elapsed since Jane Austen died at Winchester, in her native county. This beautiful and accomplished woman was before the world as a novelist only from 1811 to 1817, when she died, at the comparatively early age of forty-two. But in those half-dozen years she became a leader in her peculiar class of fiction, beginning with "Sense and Sensibility." After her death her friends published her "Northanger Abbey"—a girlish effort which barely gave promise of something better. A Life of this once celebrated lady will be one of the biographies of the season. It will be in the very acceptable form of a single volume, and have for author the novelist's nephew, the Rev. J Austen-Leigh, Vicar of Bray, near Maidenhead. He will, probably, add to the fame of a lady whose last words were, "I only want death."

—The Thames tunnel has just been closed as a footway, and now a new tunnel has advanced far under the Thames, called the Thames Subway. About sixty years ago the great engineer, Richard Trevithick, was engaged upon what he called the "Thames Archway," at Rotherhithe. He carried it successfully to within a hundred feet of the opposite shore. This was from 1807 to 1809. The present engineer has found as Trevithick did—a continuous bed of clay under the river. The present tunnel is, consequently, the third attempt. Dodd's tunnel was in the chalk down the river, and was stopped by springs entering though the fissures.

—The intended destruction of Chesterfield House points to the removal of one more of the interesting buildings in London. The site is to be built upon. The present house was built by Isaac Ware for Philip, fourth Earl of Chesterfield, author of the "Letters," and occupied in 1749. The pillars of the library, which is one of the finest rooms in London, were brought from Canons, the seat of the Duke of Chandos. Earl Philip died in this house in 1773. One portion of the interior will survive in Mr. E. M. Ward's famous picture.

—William Shakespeare was not the only Shakespeare, at least of King Charles' time. There was a "John Shackspeare," who was bitmaker to the King. After his death, a warrant was issued, in 1637, to pay his widow ("in regard of her present necessities") £1612 11s., "for wares by him" (John Shackspeare) "delivered for his Majesty's service in the stables." The warrant is calendared in Mr. Bruce's last volume of "Domestic Papers of the Reign of Charles the First."

—The first examination of women by Trinity College, Dublin, is announced to take place between March 25 and April 13, 1870. There are to be two classes, consisting of juniors between fifteen and eighteen, and seniors above eighteen. As in the Cambridge examinations, certificates will be granted, but no lists published. The subjects are to be English Language and Literature, French, Spanish, German, Italian, and Latin.

—Mr. Henry T. Riley, in fulfilment of his commission to search for and report upon ancient MSS. which are, as "Sir Giles Overreach" says, "still cloistered up," has, we are told, sent in Reports of the fruits of his visits to York, Cambridge, Coventry, Nottingham, and Bridgewater. Mr. Riley is now at Wells, whence he will proceed to Glastonbury, and subsequently to Axbridge, where a superb collection of old MSS. is said to exist.

—The Burgh of Lochmaben, which during last century took to pieces the greater part of the noble old castle of Robert Bruce for building purposes of its own, has repented thoroughly of its vandalism, and is now making strenuous efforts to obtain subscriptions for the purpose of raising a monument to Scotland's hero king.

—The noble offer made to the Turkish Government by Miss Burdett Coutts to repair the works for the supply of water to Jerusalem, at her own cost, has been declined. The Turkish Government, however, have promised to undertake this work.

RAILROAD LINES.

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	10·45 P. M.
" " Williamsport	8·15 A. M.
" arrives at Erie	9·30 P. M.
ERIE EXPRESS leaves Philadelphia	11·50 A. M.
" " Williamsport	8·50 P. M.
" arrives at Erie	10·00 A. M.
ELMIRA MAIL leaves Philadelphia	8·00 A. M.
" " Williamsport	6·30 P. M.
" arrives at Lockhaven	7·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	11·15 A. M.
" " Williamsport	12·20 A. M.
" arrives at Philadelphia	9·25 A. M.
ERIE EXPRESS leaves Erie	6·25 P. M.
" " Williamsport	7·50 A. M.
" Arrives at Philadelphia	4·10 P. M.

Mail and Express Connect with Oil Creek and Allegheny River Railroad.

Baggage checked through.

ALFRED L. TYLER,
1 General Superintendent.

RAILROAD LINES.

1869.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARF.

At 6·30 A. M., via Camden and Amboy Accom. $2·25
At 8 A. M., via Cam. and Jersey City Ex. Mail 3·00
At 2 P. M., via Camden and Amboy Express... 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6·30 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3·30 and 4·30 P. M., for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 4·30, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6·30 and 10 A. M., 12 M., 3·30, 4·30, 6, 7, and 11·30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11·30 P. M. line leaves Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, $3.

At 7·30 and 11 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol, and at 10·15 A. M. and 6 P. M. for Bristol.

At 7·30 and 11 A. M., 2·30 and 5 P. M. for Morrisville and Tullytown.

At 5·30 and 10·15 A. M., and 2·30, 5, and 6 P. M. for Schenck's and Eddington.

At 7·30 and 10·15 A. M., 2·30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8·30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

At 9·30 A. M., 1·20, 4, 6·45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, $3·25.

At 11·50 P. M., Emigrant Line. Fare, $2.

At 9·30 A. M., 1·20, 4, 6·45, 8, and 12 P. M. for Trenton.

At 9·30 A. M., 4, 6·45, and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 8, and 12 P. M. Lines will run daily. All others, Sundays excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth streets, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9·30 A. M., 8, and 12 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

1 10 WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 7 P. M. SUNDAY, AUGUST 29, 1869.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut street, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8·00 A. M.
Paoli Accommodat'n, 10·30 A.M., 1·10 and	10·30 P. M.
Fast Line	11·50 A. M.
Erie Express	11·50 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·00 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	9·30 P. M.
Philadelphia Express, 12 night.	

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock.

Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 8 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	2·45 A. M.
Philadelphia Express	6·20 A. M.
Paoli Accommodat'n, 8·20 A. M., 4·05 and	5·50 P. M.
Erie Mail	9·35 A. M.
Fast Line	9·35 A. M.
Parkesburg Train	9·10 A. M.
Lancaster Train	12·30 P. M.
Erie Express	7·25 P. M.
Day Express	1·30 P. M.
Pacific Express	8·25 P. M.
Harrisburg Accommodation	7·25 P. M.

For further information, apply to

JOHN F. VANLEER, Jr., Ticket Agent, No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 12, 1869, Trains will leave as follows:—

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7·25 A. M., 9·30 A. M., 2·30 P. M., 4·15 P. M., 4·55 P. M., 7·15 and 11·30 P. M.

Leave West Chester from Depot, on East Market street, at 6·25 A. M., 7·25 A. M., 7·40 A. M., 10·10 A. M., 1·55 P. M., 4·50 P. M., and 6·45 P. M.

Leave Philadelphia for B. C. Junction and intermediate points at 12·30 P. M. and 6·45 P. M. Leave B. C. Junction for Philadelphia at 5·30 A. M. and 1·45 P. M.

Train leaving West Chester at 7·40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4·35 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7·25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4·35 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8·00 A. M. and 2·30 P. M.

Leave Philadelphia for B. C. Junction at 7·15 P. M.

Leave West Chester for Philadelphia at 7·45 A. M. and 4·45 P. M.

Leave B. C. Junction for Philadelphia at 6·00 A. M. WILLIAM C. WHEELER,
4 10§ General Superintendent.

THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers,
SHARPE & THOMSON,
5 27wfm6m No. 2209 N. SECOND Street.

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches wide; Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
255 No. 103 CHURCH Street (City Stores).

PHILADELPHIA RASPBERRY, JUCUNDA, Agriculturist, and other Strawberry; Lawton Blackberry Plants; Hartford, Concord, and other Grape Vines. For sale by
S. & C. K. FLETCHER,
Delanco, N. J.

RAILROAD LINES!

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:—

Way Mail Train at 8·30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4·00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11·30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12·00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·30 and 8·10 A. M., 1·00, 4·15, and 7·00 P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 7·40 A. M. and 4·35 P. M. Leave Philadelphia for Chadd's Ford at 7·00 P. M.

The 7·00 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1·30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5·40 A. M., 9·25 A. M., and 2·30 P. M. Leave Chadd's Ford for Philadelphia at 6·15 A. M.

A Sunday Train will leave Philadelphia at 8·00 A. M. for West Grove and intermediate stations. Returning, will leave West Grove at 4·30 P. M.

Trains leaving Wilmington at 6·30 A. M. and 4·15 P. M. will connect at Lamokin Junction with 7·00 A. M. and 4·30 P. M. Trains for Baltimore Central Railroad.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3½, 3¾, 4, 4·35, 5·05, 5¾, 6, 6½, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 down train and 3¾ and 5¾ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2, 4·05, 7, and 10¾ P. M.

Leave Germantown at 8·15 A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7·10, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7¾, 9, and 11·05 A. M., 1½, 3, 4¾, 5, 5½, 6¾, 8·05, 10·05, and 11¾ P. M.

Leave Norristown at 5·40, 6¾, 7, 7¾, 9, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9¾ P. M.

The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schurr's lane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2¾, 4, and 7¾ P. M.

Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¾, 8·05, 10·05, and 11¾ P. M.

Leave Manayunk at 6·10, 7, 7½, 8·10, 9½, and 11½ A. M., 2, 3½, 5, 6¼, 8·20, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.

Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.

W. S. WILSON, General Superintendent.
Depot, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAILROAD.

COMMENCING MONDAY, AUGUST 30, 1869.

Leave Philadelphia, foot of Market street, as follows:—

9·00 A. M., Cape May Express, due 12·25.
3·15 P. M., Cape May Passenger, due 7·15.
Sunday Mail Train leaves at 7·15 A. M., due 10·45.
Cape May Freight leaves Camden daily at 9·30 A. M.

RETURNING, TRAINS LEAVE CAPE MAY,

6·30 A. M., Morning Mail, due 10·06 A. M.
5·00 P. M., Passenger, due 8·22 P. M.
Sunday Mail Train leaves Cape May at 5·10 P. M.
Cape May Freight Train leaves daily at 6·40 A. M.

TICKETS.

Annual Tickets, $100; Quarterly Tickets, $50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, $40; 10 Coupons, $25. Excursion Tickets, $5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8·00 A. M., mail, and 3·30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6·00 P. M. Returning, leaves Glassboro at 6·30 A. M.

Commutation books of 100 checks each, at reduced rates, between Philadelphia and all stations.

FREIGHT TRAINS LEAVE CAMDEN

For Cape May, Millville, Vineland, etc., etc., 9·20 A. M.

For Bridgeton, Salem, and way stations, 12·00 noon.

Freight received at first covered wharf below Walnut street.

Freight delivery, No. 228 S. Delaware avenue.

7 1 WM. J. SEWELL, Sup't W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD
SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1¾ HOURS.

TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as follows:—

Special Excursion	6·15 A. M.
Mail	8·00 A. M.
Freight (with passenger car)	9·45 A. M.
Express, through in 1¾ hours	3·15 P. M.
Atlantic Accommodation	4·15 P. M.

LEAVE ATLANTIC CITY.

Atlantic Accommodation	6·06 A. M.
Express, through in 1¾ hours	7·24 A. M.
Freight (with passenger car)	11·50 A. M.
Mail	4·17 P. M.
Special Excursion	5·18 P. M.

An extra Express train (*through in 1¾ hours*) will leave Vine Street Ferry every Saturday at 2·00 P. M.; returning, leave Atlantic City on Monday at 9·40 A. M.

Local trains leave Vine street:—

Atco Accommodation	10·15 A. M.
Haddonfield do.	2·00 P. M.
Hammonton do.	5·45 A. M.

Returning, leave

Atco	12·15 noon.
Haddonfield	2·45 P. M.
Hammonton	5·40 A. M.

SUNDAY MAIL TRAIN

Leaves Vine street	8·00 A. M.
Leaves Atlantic	4·17 P. M.

Fare to Atlantic City, $2. Round trip tickets, good for the day and train on which they are issued, $3.

Oakman's Local Express, No. 30 S. Fourth street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street.

6 29 D. H. MUNDY, Agent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

THE

NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 6·30 P. M.; arrives in Philadelphia at 9·15 P. M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·30 P. M.; arrives in Pottstown at 6·40 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5·40 A. M. and Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10·15 A. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9·40 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2·45 P. M., arriving at Philadelphia at 6·45 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·45, noon, for Pottsville and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45, and 4·30 P. M. trains from Philadelphia. Returning from Downingtown at 6·10 A. M., 1·00 and 5·45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7·30 A. M., 4·30 and 5·15 P. M. trains for Philadelphia, returning from Skippack at 6·15 and 8·15 A. M. and 1·00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1·05 A. M. and 1·30 and 10·10 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3·50 and 5·30 A.

MUSICAL AND DRAMATIC.

The Blondes at the Arch.

Last evening the appearance of Miss Lydia Thompson and her troupe of burlesquers attracted an immense crowd at the Arch, a large majority of whom, it is safe to say, were induced to invest their money solely for the purpose of seeing for themselves whether the blondes really appeared upon the stage *in puris naturalibus*, or whether report had belied them. There was a general sensation of disappointment when it was discovered that the undressing was not quite up to what rumor had stated, that the indecencies upon which this class of performers rely for securing the applause of the public were so reduced to mere muendo that it was not easy to see where the laugh came in, while such fun as the entertainment did contain was of a character likely to turn the stomachs of people that were at all squeamish. A combination of circumstances has excited a certain amount of curiosity about Miss Thompson as the original blonde, and the consequence was that the opening night attracted an overflowing house. It is to be presumed that those who were in attendance last evening got their money's worth, and it is tolerably certain that a good many were perfectly satisfied that the English, so-called, burlesque is a style of entertainment that it is well enough to see once in a lifetime, if only to find out how low, vulgar, and disgusting women can behave when they try, but which no decent man or woman will ever care about seeing again. The piece performed last evening was entitled *Sinbad the Sailor*, but it might as well have been anything else. There was no plot, no attempt to travesty the well-known story, and instead of a burlesque it was merely a series of utterly inane attempts at wit, the entire pointlessness of which was certainly remarkable, combined with silly songs, a good deal of kicking, and other features that, until the advent of the blondes, were confined to casinos of the lowest class, and never seen on the stage of reputable theatres. If such an entertainment as this had even the merit of being nastily witty and agreeably indecent, it would not be difficult to account for its popularity with a certain class of people, but when indecency is only stupid and legs are bandy, they cease to be worthy of any kind of notice. Miss Thompson, apparently about forty years of age, was perhaps tolerably good looking at one time, but is now decidedly *passee*. Her voice is harsh, and she cannot sing, but she dances a break-down tolerably well, and this is her only merit, as far as we were able to discover. The most attractive of the blondes is the good-looking Miss Weathersby, who will be remembered as the redeeming feature of the Elise Holt troupe; but unfortunately Miss Weathersby does not have a leg part; she sings nicely, and her teeth are good, and, apparently, all her own; indeed, Miss Weathersby, as far as we can judge, is all herself, and owes little or nothing to artificial attractions. Miss Weathersby, however, is kept judiciously in the background, and the Thompson has no rival to dispute with her for the applause of her audience. Such an exhibition as this is not worth serious criticism, and it is gratifying, from our former blonde experiences in this city, to believe that the public esteem it as little as we do. It is well that the Thompson troupe has appeared here at the commencement of the season. Our playgoers can now see for themselves exactly what the most notorious of the blondes are like, and we hope that the experiences of the next two weeks will be such that managers, burlesquers, and public will be satisfied that yellow hair and pink legs have had their day in this city, and that it is time to try something else.

CITY INTELLIGENCE.

Delaware Avenue Peach Market.—Peaches today are fine. "Crawford's Late," "Mixon," "Ward's Late Free," extra, sell at $1·50 per basket; good, 50c. per basket; superior, 90c. per basket. New York, Boston, and the interior of Pennsylvania are buying this morning, and peaches are in fine condition.

The following are the arrivals this morning:—

Propellers Whilldin, Josephine Thompson, Roanoke, and Meinder, from Sassafras, Md., with 18,176 baskets.

Steamers Jersey Blue and Perry, from Smyrna, Del., with 7800 baskets.

Schooners R. I. Loper, from Black Bird, Del., Franklin and J. M. Harris, from Odessa, Del., with 2477 baskets.

Sloops Fannie, Lafayette, and Hope, from Delaware, with 2864 baskets.

Barges Rufus Wiley, from Augustine, Del.; Madison, from Chester and Delaware Canal, Del.; Chas. Lafferty, from Bohemia River, Md.; J. Collins and Blue Mountain, from Odessa, Del., and Charles, from Black Bird, Del., with 15,444 baskets.

Landed this morning on Delaware avenue, 46,551 baskets.

Noteworthy.—Notwithstanding the excessive heat which prevailed in this city last week; notwithstanding the want of rain, the scarcity of water, and the consequent accumulation of dirt in the streets, the Health Office exhibited a highly favorable, even an unexpected, report. The mortality for the seven days ending on Saturday at 12 o'clock noon was only 296—a decrease from the preceding week, and also from the corresponding period of last year. No one anticipated but that the number of deaths would show an increase. That all were mistaken we cannot be too thankful. It is generally supposed that, by some good Providence, the whisky in the city was uncommonly good, so that the citizens—when they took to it, being deprived of water—not only did not suffer thereby, but had their condition improved.

Fires This Morning.—At 2 o'clock this morning the oil sheds attached to the West Chester Railroad, at Thirty-first and Chesnut streets, were set on fire for the fourth time within three months. On the three former occasions policemen extinguished the flames, but this morning it obtained such headway that all efforts made to extinguish it were futile. The loss will not be heavy.

At 7·30 o'clock this morning the building at the Navy Yard used for the storage of oil, varnish, etc., was discovered to be on fire, but it was extinguished before much damage was inflicted.

John Maxon & Son's woollen mills, at Manayunk, were damaged by fire at 11 o'clock this morning to the amount of $500.

A Boarding-House Keeper Stabbed.—Joseph Eberle was overhauled yesterday by Policeman Harrar, of the Seventh district, on Front street, below Green, for assault and battery on Peter Entwistle. Entwistle keeps a boarding-house, and Eberle lived with him. They had a trouble about the price of boarding, which resulted in a fight, during which Entwistle was cut in the arm and neck by Eberle. Eberle was held by Alderman Toland in $1000 bail for trial.

Cruelty to Animals.—Yesterday afternoon five Germans, employed in a cooper shop on Front street, above Master, amused themselves by setting a couple of terrier dogs on one of the feline tribe. Pussy scratched and bit, but the two dogs were too much for her, and she had to succumb, and eventually died from the treatment she received. The Germans were subsequently arrested and fined $5 each by Alderman Eggleton for cruelty to animals.

Stabbed on the Highways.—At eleven o'clock last night, Ira Van Steuben, aged 40 years, a resident of New York, while passing along Fourth street, near Shippen, was attacked by a crowd of ruffians and sustained a bad wound in the left side of the face by a knife. He was left lying on the sidewalk. He got up and walked to the Hospital, where his wounds were attended to.

A Disorderly Crowd.—Lieutenant Spear and a posse of men late last night made a raid on a dance-house at Front and Master streets, where a crowd of men and women were holding a high carnival, much to the annoyance of the citizens. Twelve men and one female were captured. All were held to keep the peace by Alderman Eggleton.

Sent to the House of Refuge.—George B. Lockhart, aged twelve years, and two other lads of the same age, have been arrested for tapping the till of a store at Mantua village. Lockhart was sent to the House of Refuge, and the others, after a reprimand by Alderman Maule, were discharged.

Assaulting Germans.—Alderman Eggleton has bound over Reuben Rosenheimer to answer the offense of being implicated in the assault which was made on Saturday night on a number of Germans, while passing Third and Canal streets, in the Sixteenth ward.

Robbery.—The coal office of Charles O'Neill & Son, at No. 1310 Washington avenue, was broken into last night, and all the papers, etc., strewn over the floor. The thieves succeeded in obtaining six cents for their trouble.

Casualty.—About six o'clock yesterday afternoon Mary Pool was run over by a cart containing paving stones, on Coates street, above Twenty-third. She had a leg and arm terribly crushed. She was taken to her residence at No. 2227 Virginia street.

THERMOMETRICAL.

The Temperature of August, 1869, Compared with that of August, 1868.

Below will be found a record of the changes of the thermometer during the month which expires to-day, as compared with the corresponding month of last year. The figures are taken from the daily record made at the Philadelphia Exchange. For the four weeks past the weather in this city, and throughout the country, in fact, has been oppressively and steadily hot. The cool mornings and evenings by prescription always imputed to August have been almost unknown. The days were warm and the nights warmer. Of rain we have barely had half-a-dozen drops, and what little moisture remained in the earth the merciless sun has exhaled. Sweating has been the order of the time, straight drinks the only beverage. Who could get water enough to wash? In consequence of the lack of this useful article, while faces may have been kept clean, those portions of the cuticle hidden under vests have been washed only by their own perspiration. Perfumery and cheap baths at Smith's Island have been in demand. Even when wistful eyes did perceive a speck in the heavens, big as a bucket, to which it was affectionately likened, the watery relief it seemed to promise never came. The next breeze blew it away, and if it dropped any moisture at all it was on the surface of an ocean already extravagantly full. Nevertheless, despite the pressure, our "water authorities"—great men all—have managed to retain a few gallons in the reservoirs. This does for the ladies. As for us, we can fall back upon the breweries, and wait for better or moister times.

It is this same want of the aqueous fluid that makes the following table distressing:—

	1869.			1868.		
	6 *A. M.*	*Noon.*	3 *P. M.*	6 *A. M.*	*Noon.*	3 *P. M.*
1	68	80	83	76	80	89
2	68	78½	82½	80	84	86
3	75	86	89½	76	87	89
4	70	83½	85	72	75	83
5	68	78½	77	74	81	83
6	57	67	71½	72	79	81½
7	66½	69½	72	73½	82	83
8	58	78½	77	75½	84	85
9	61	77½	80	75	82½	85
10	62½	80	82	72	81	86
11	65	83	86	73½	85	79½
12	71	84	86	64	75	78
13	70	80	85	65	75	78
14	70	82	85	67	81	82
15	74	89	89	70	82	84½
16	76	87	86½	72½	83	87½
17	70	77	77½	65	76	78
18	68	76½	81	74	87	86
19	70	80	84½	77	86	88
20	74	89½	94	78	81	85
21	80	95	97	74	77	80½
22	80	86	88	71	78	80
23	72	81	84	71½	80	82
24	67	80½	84	71	82½	83
25	67	81	84	69	82	82
26	72	88½	84½	73	81	82
27	62½	77½	81	74	73	85
28	70	85	90	67	77½	82
29	73	85	55	72	81	85
30	69	68	72½	75½	87	90
31	59	68½	..	78	86½	87

A Nasty Place Routed.—A female named Mary Long was, a few weeks ago, held by Alderman Kerr to answer the offense of keeping a harboring-place for thieves and outcasts in the western part of the city. The neighbors since have again complained, and last night Lieutenant Gerke made a raid on the place and captured fourteen persons, ranging from six years to forty years of age, and comprising men, women, and children. Mrs Long was held by Alderman Pancoast in $1000 for trial, and the inmates were all bound over to keep the peace

Larceny of a Wagon.—Alexander Lees was arrested at Fourth and South streets this morning, in possession of a wagon which was claimed by John Graham, Superintendent of the Union Baggage Express Company, as his property. Lees was taken before Alderman Carpenter, and after a hearing was held to answer the charge of larceny.

A Republican Convention Reconvened.—John C. Sees, who was nominated for Common Council in the Twenty-fifth ward on the Republican ticket, has declined. Last night the convention reconvened, and placed in nomination John R. Savage, Esq. They also nominated George W. Baugh and Ambrose T. Fox for School Directors.

A Watch Stolen and Recovered.—John McCallum lost a watch yesterday at Germantown. He suspected one Matthew Graham, whom he followed to the city, where he had him arrested. The watch was recovered, and Matthew was taken before Alderman Kerr, who sent him to prison.

A Shoe Thief.—B. Sullivan was arrested on a warrant, at Twenty-second and Race streets, by Policemen Teland, on a charge of robbing a store at Manayunk of a number of shoes, etc. He was taken before Alderman Morrow, who bound him over for trial.

Dead in Bed.—Shortly after noon to-day the Coroner was called upon to hold an inquest upon the body of a man who was found dead in bed at Matthias Benner's house, No. 621 North Front street.

Fatal Result.—Philip Foy, who was injured on Saturday night by falling on a bottle in Milby street, Frankford, died last night at the Episcopal Hospital.

WHAT DOES IT MEAN?

Arrival of Monitors at New Orleans.

Says the N. O. *Picayune* of Thursday last:—

For some time past the Cubans in this city have been quite elated by the belief that belligerent rights would soon be accorded to the revolutionists in Cuba by both the United States and Peru, and the arrival of three of the five monitors, whose departure from Mound City has been chronicled, seemed to give some color to their statements. The three monitors that have arrived are lying just below the city, and are in a very dilapidated condition, certainly not ready for any active sea service, and the two others which are at present aground this side of Memphis are thought to be in a similar condition.

There has been considerable mystery about the movements of these monitors and those connected with them, a wise shake of the head and non-committal shrug of the shoulder being about all that can be elicited from any of the officers, who in all probability know but little more than those who question them. One thing is certain, however, the Cubans here regard the appearance of these monitors as significant of the intention of the Government of the United States to accord belligerent rights to their countrymen, and are jubilant over the fact. It is certain also that if these monitors are meant for service, they will have to be completely overhauled at considerable expense. One of these vessels is named Hecate, and another Fury—warlike names, certainly.

MCCXXVIII.—I would respectfully inform Undertakers that, in order to meet the increased demand for my patent BURIAL CASKETS, I have taken the large Factory at

No. 1228 RIDGE AVENUE.

With my enlarged facilities, I am now prepared to supply promptly all orders in city or country.

8 4 thstusp5 E. S. EARLEY

BONNETS, TRIMMINGS, ETC.

MRS. M. A. BINDER,

ARTISTE DES MODES,

1101,

N. W. Corner Eleventh and Chesnut Streets.

This opportunity is taken to announce that I have just returned from Paris and London, with the latest FALL FASHIONS. These designs being personally selected and modelled from the greatest novelties, and trimmed in a superior style, will open

WEDNESDAY, SEPTEMBER 1, 1869,

With French and English Dresses, Cloaks, Mantelets, Sleeves, and Children's Costumes, Robe de Chambre and Breakfast Dresses.

Dress and Cloak Making in every variety.

Wedding Trousseaux furnished at short notice and reasonable prices.

Real Thread and Guipure Laces, Roman and Plain Ribbons and Sashes.

Paris Jewelry, newest style of Jet, Gold and Shell, the rarest and most elegant ever offered. Hair Bands, Combs, and Regal Nets.

Dress and Cloak Trimmings, the most tasteful that are to be found in the French metropolis, wholesale and retail.

Bridal Veils and Wreaths.

Kid Gloves, 75 cents and $1·00 per pair.

Exclusive Agents for MRS. M. WORK'S celebrated system for Cutting Ladies' Dresses, Sacques, Basques, etc. etc. 3 6 stuth5

RODGERS' AND WOSTENHOLM'S POCKET KNIVES, Pearl and Stag Handles, of beautiful finish, RODGERS' and WADE & BUTCHER'S RAZORS, and the celebrated LECOLTRE RAZOR SCISSORS the finest quality.

Razors, Knives, Scissors, and Table Cutlery Ground and Polished at P. MADEIRA'S, No. 115 S. TENTH Street, below Chesnut. 2 8 5p5

THIRD EDITION

DESTRUCTION.

The Cape May Fire.

The Centre of the Town in Ashes—List of the Hotels, Stores and Cottages Destroyed—The Losses and Insurances—The Scene from the Columbia House—Arrest of the Pearl Diver, the Alleged Incendiary.

FROM CAPE MAY.

Particulars of the Dreadful Conflagration on Cape Island—The Flames Meet with no Obstacle—Where the Fire Started and How it Spread—List of the Buildings Lost—The Insurances.

Second Special Despatch to The Evening Telegraph.

Cape Island, N. J., Aug. 31.—The 31st of August will be a memorable day in the history of Cape May. At 2½ A. M, the dreadful cry of fire was heard, and in a few minutes thereafter your correspondent was at the scene of conflagration. At that time it was confined to the small Japanese store of P. P. Boyton, the pearl diver, situated on Washington street, adjoining the Post Office. At this time a few buckets of water would have saved hundreds of thousands of dollars, but the inflammable nature of the rice-paper goods stored in the building, together with the want of organization, and the absence of buckets or tools of any description, allowed the fire to obtain such a headway that, in a short time, the frame building on the east of Boyton's were enveloped in flames as far as Townsend's dry goods store, on the corner of Decatur street, opposite the La Pierre House. The La Pierre was closed for the season, and by the presence of mind of Mr. Edmund A. Souder, who directed the crowd, the house was broken open, carpets torn up, saturated with water, and spread over the roofs and out of the windows, not only saving the hotel but Riegel's new cottage adjoining. The wind, at first very light, soon blew pretty brisk in the direction of the sea, the citizens were soon on the ground, and the new hook and ladder truck was brought upon the ground. There was an immense tank holding seventeen hundred gallons in the loft of the United States, all of which was used in the pearl diver's store and Post Office, but without effect. About 3·45 A. M. the United States took fire, and in fifteen minutes the whole structure was in ruins, the cupola having fallen in about 4 A. M. Barrett's billiard rooms and ten-pin alleys soon following the United States, and the row of stores and dwellings in the old American House following in quick succession the whole block from Decatur street to Jackson street was destroyed. In about twenty minutes the wind carried the sparks across the intervening lot to the new Atlantic Hotel, and this, together with all the stores and stables intervening were destroyed. The Centre House was in imminent danger from the sparks, but trees in front of the house protected it somewhat from the intense heat. At this stage of the fearful drama the hose of Congress Hall was brought upon the ground, and with the aid of their engine succeeded in saving the Centre, thus arresting the spread of the flames in that direction, as well as saving the Ocean House. The old Atlantic was on fire several times, but the flames were put out, and it was saved. The board-walk in front of the new and old Atlantic was burned. The Columbia House was saved by the almost superhuman exertions of Captain J. T. Smith, Lewis Stillwell, and Alderman Massey, who, wrapped in wet blankets, kept their posts on the roof of the Washington House, though everybody was driven off by the intense heat, this being the nearest building to the fire. Had it ignited the Columbia would have been destroyed. The cottage opposite the United States Hotel, on the corner of Decatur and Washington streets, occupied by Hon. William L. Hirst, of your city, was destroyed.

The scene from the Columbia House was terrifically sublime. The red flames checked the fall of the frame buildings, and the huge clouds of smoke interspersed with sparks floated out to sea, and hung like a pall above the surf. The buildings destroyed are as follows:—United States Hotel, Post Office, Boyton's store, Townsend's store, Young's bakery, City Surveyor's office; office of Gas Works; Greenwood cottage; Barrett's saloon and tenpin alleys; American House Row; Ellmaker's store; Loftus' saloon; Koenig's lager beer saloon; Sloan's store; Hufnal's drug store; M. Hall Stanton's new building; the old Reigel cottage; Mrs. Bridenthal's cottage; the "Canary Bird;" the old steamboat depot, the Atlantic Hotel, the Atlantic stables. The row of stores between Decatur and Jackson streets were partially torn down to prevent the spread of the flames.

The loss of the fire is estimated at over $250,000. Mr. Aaron Miller has about $43,000 insurance on the United States. There was none at all on the Atlantic. M. Hall Stanton's loss is covered by insurance. Mr. Adolph Proskauer's loss is about $6000; Mr. Bolton's loss in the American Row is covered by insurance. There are various rumors afloat about the origin of the fire. Some attribute it to accident, others to design.

Boyton, the pearl-diver, has been arrested, and is now being examined before the Mayor upon the charge of incendiarism, though there seems to be no evidence to warrant the charge.

The burnt district presents a desolate appearance. The Weccacoe, Independent, and Western Fire Companies from Camden have just arrived, and are on the ground putting water on the cinders. If the wind should veer round to the south there is great danger that the rest of the Island would be destroyed.

Estimated Losses.

An extra issue of the Cape May *Daily Wave* contains the following:—

The following are estimated losses as far as can be ascertained at present:—Ocean street, R. Swain's house, $3500; Washington street, Townsend's dry goods store, $5000; Young's bakery, $5000; Mrs. Rohl's trimming store, $1000; Boyton's store, $1500; Post Office and wings, $2500; United States Hotel, $60,000; Ferris' cottage, $3000; American Hotel Row, $25,000; Misses O'Brien's millinery, $2000; Mrs. Alexander's jewelry store, $2500; Semon's store, (vacant); Evans' bazar (vacant); Mrs. Dillon, millinery, $2000; E. A. Stites, shoe store, $1000; Jesse M. Smith's tea store, $1000; Ellmaker's store, $2500; Loftus' saloon, $2000; Koenig's lager beer saloon, $2000; Sloan's bathing clothes store, $5000; Hufnal's drug store, $4000; Proskauer's hotel, $10,000.

Decatur street—Greenwood cottage, $6000; Johnson's store, $2000; Gallagher's store, $2000; three other stores, $3000; Barrett's saloons, $10,000; Atlantic stables, $2000.

Jackson street—Reigel's old cottage, $2500; Mrs. Brittethal's, $3500; The Canary Bird, $1000; three other stores, $3000; new Atlantic Hotel, $60,000.

The United States Hotel was sold last week by its recent occupant and owner, Mr. Aaron Miller, to Mr. Charles Conway, of Philadelphia, for $80,000.

Insurances on the United States Hotel.

The United States Hotel was valued at about $90,000, on which there were insurances to the amount of $47,000, which were placed by Messrs. John Wilson, Jr., & Brother, of No. 121 South Fourth street, in the name of Mr. Aaron Miller, who owned the entire establishment, in the following companies:—

ON THE BUILDING.

Insurance Company of North America	$5,000
Imperial	5,000
Spring Garden	2,500
Phœnix, of Philadelphia	1,500
Reliance	2,500
Farmers' Mutual	2,500
Lancaster City	3,000
Commonwealth, New York	3,500
Maryland	1,500
United States, Baltimore, Md	3,000
Harford, Baltimore, Md	2,500
Franklin, Baltimore, Md	2,500
Total	$35,000

ON THE FURNITURE.

Washington, Baltimore, Md	$2,500
Union, Baltimore, Md	1,500
Peabody, Baltimore, Md	3,000
Associated Firemen, Baltimore, Md	3,000
Potomac, Baltimore, Md	2,000
Total	$12,000

The United States Hotel was first opened in June, 1850, by A. W. Tompkins, who remained at its head until 1852, when it was leased to James Brown, of Philadelphia. It next passed into the hands of Miller & West, who managed it until 1868, when Mr. Aaron Miller became the sole proprietor. He is said to have disposed of it a few days ago to Mr. Conway, for $80,000. The original cost of the building was $65,000, and a few years ago it was refurnished at a cost of $30,000.

FROM WASHINGTON.

Professor of Military Science.

Despatch to the Associated Press.

Washington, Aug. 31.—By direction of the President Brevet Lieutenant-Colonel C. H. Carlton is detailed as professor of military science and tactics at Miami University, Oxford, Ohio.

Arrival of Secretary Robeson.

Secretary Robeson arrived last night for the purpose of attending the Cabinet meeting to-day, and will remain until the end of the week, when he will join Admiral Porter and continue the tour of inspection.

Naval Orders.

Master R. Mason Liste is ordered to ordnance duty at the Philadelphia Navy Yard, and Ensign Charles P. Welch to ordnance duty at the Boston Navy Yard.

Arrival of the President.

The President arrived in the early train, accompanied by Secretary Fish and Admiral Porter. Up to noon the President was engaged in receiving parties who called to consult him on various topics.

Arrival of Postmaster-General Creswell.

Postmaster-General Creswell reached Washington last night. He has so far recovered from the injury to his arm that he will hereafter give the business of his department his personal attention.

FROM EUROPE.

Arrivals of Cotton at Liverpool.

By the Anglo-American Cable.

Liverpool, Aug. 31—3 P. M.—The arrivals of cotton at this port for the past few days have been heavy. The shipments of cotton from Bombay to the 27th since last report have been 41,000 bales.

This Afternoon's Quotations.

Liverpool, Aug. 31—2 P. M.—Yarns and fabrics at Manchester dull and nominal. The Cotton sales of to-day are now estimated at 6000 bales.

London, Aug. 31—12·30 P. M.—Consols 93¼ for both money and account. American securities quiet United States 5-20's of 1862, old, 83¾; 10-40s, 76¼; American stocks firm; Erie Railroad, 22¾.

Liverpool, Aug. 31—1 P. M.—California Wheat, 10s. 9d@10s. 10d; red Western, 9s. 5d@9s. 6d. Flour, 24s. 9d. The receipts of Wheat for the past three days 25,000 quarters, including 26,000 quarters of American.

London, Aug. 31—1P. M.—Sugar buoyant at 39s. 9d @40s.

Paris, Aug. 31—3·30 P. M.—The Bourse is flat. Rentes, 71f. 75c.

Havre, Aug. 31.—Cotton is quiet both on the spot and afloat.

Brest, Aug 31.—The steamship St. Lawrence sailed yesterday for New York.

FROM THE STATE.

The Coming Trot at Lancaster.

Lancaster, Pa., Aug. 31.—The Goldsmith Maid and the American Girl will trot on the grounds of the Lancaster County Park Association, near this city, on September 1, for a purse of $2000. The track is pronounced by turfmen one of the best in the country, and is now in excellent condition. There is sitting room for 4000 people, and an immense crowd is expected from the country and different sections of the State.

FROM NEW YORK.

The Funeral of Cornelius Grinnell.

Despatch to The Evening Telegraph.

New York, Aug. 31.—The funeral of the late Cornelius Grinnell, Esq., took place this morning at Trinity Church. The officiating clergy were Dr. Dix, Dr. Cooke, and Dr. Muhlenburg. The church was crowded. There was a full choral service.

The Baltimore Produce Market.

Baltimore, Aug. 31.—Cotton dull and nominal at 34½c. Flour quiet but steady; Howard street superfine, $6@6·75; do. extra, $6·50@6·75; do. family, $8@9; City Mills superfine, $6@6·50; do. extra, $6·50@7·75; do. family, $8·25@10·50; Western superfine, $6@6·25; do. extra, $6·50@7·50; do. family, $7·50@8·75. Wheat firmer; prime to choice red, $1·45@1·55; good, $1·30@1·35. Corn firmer; prime white, $1·15¾@1·16; yellow, $1·18@1·22. Oats firm; prime, 60c. Rye dull at $1·10@1·16. Mess Pork quiet at $34·50. Bacon firm; rib sides, 19½c.; clear do., 19½@19¾c.; shoulders, 16¾c. Hams, 24@25c. Lard quiet at 20@21c. Whisky dull at $1·18.

The New York Stock Market.

New York, Aug. 31.—Stocks unsettled. Money easy at 5@7 per cent. Gold, 133⅛; 5-20s, 1862, coupon, 123½; do. 1864, do., 122½; do. 1865, do., 122½; do. do. new, 121¾; do. 1867, 121¾; do. 1868, 121¾; 10-40s, 115⅛; Virginia sixes, new, 60; Missouri sixes, 87⅜; Canton Company, 55; Cumberland preferred 33⅛; New York Central, 200⅜; Erie, 33⅞; Reading, 96⅜; Hudson River, 153½; Michigan Central, 128; Michigan Southern, 103⅝; Illinois Central, 138; Cleveland and Pittsburg, 100; Chicago and Rock Island, 114⅜; Pittsburg and Fort Wayne, 188⅞; Western Union Telegraph, 37.

Stock Quotations by Telegraph—1 P. M.

Glendenning, Davis & Co. report through their New York house the following:—

U. S. 6's, 1881	119½	West. Union Tele.	37
N. Y. & Erie Rail.	33⅝	Toledo & Wabash R.	82½
Ph. and Rea. R.	96⅛	Mil. & St. Paul R.	78
Mich. S. and N. I. R.	105½	Mil. & St. Paul pref.	87
Cle. and Pitt. R.	106	Adams Express	56
Chi. and N. W. com.	83¾	Wells, Fargo & Co.	19
Chi. and N. W. pref.	94	United States	62½
Chi. and R. I. R.	114⅛	Tennessee 6s, new	51½
Pitts. F. W. & Chi. R.	88½	Gold	133¾
Pacific Mail Steam.	79⅝	Market steady.	

Wanted.—A practical tailor, who speaks English and German, to give out and receive work.

8 30 2t* SNYDER, HARRIS, BARRETT & CO., No. 525 MARKET Street.

Philadelphia Trade Report.

Tuesday, Aug. 31.—The Flour market remains in the same dull and unsatisfactory condition noted yesterday, and, in the absence of any demand for shipment, only a few hundred barrels were taken by the home consumers in lots at $5·25@5·50 for superfine; $5·50@6 for extras; $6·50@7·50 for Iowa, Wisconsin, and Minnesota extra family; $6@7·25 for Pennsylvania do. do.; $6·75@7·75 for Ohio do. do.; and $8@10 for fancy brands, according to quality. Also 1000 barrels City Mills on secret terms. Rye Flour sells at $6·50 per barrel. Prices of Corn Meal are nominal.

There is but little change to record in the wheat market, the demand being principally for prime lots. Sales of 3000 bushels Pennsylvania red at $1·45 @$1·50; 800 bushels do. on private terms; and 16,500 bushels Western do. on private terms. Rye is dull at $1·10@1·12 per bushel for Southern. Corn is quiet at previously quoted rates. Sales of 2000 bushels yellow at $1·17@1·18; 500 bushels very prime Western mixed at $1·17; 1200 bushels white at $1·13; and 2000 bushels heated at $1·08. Oats are steady, with sales of Western at 65@68c., and new at 53@57c.

Nothing doing in Barley or Malt.

Bark is lower; 30 hogsheads No. 1 Quercitron sold at $35 per ton.

Whisky—75 barrels Western iron-bound sold at $1·27.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

PORT OF PHILADELPHIA.....AUGUST 31.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

A. M.....65 | 11 A. M.....73 | 2 P. M.....79

CLEARED THIS MORNING.

Ship J. O. Baker, Spear, Antwerp, Workman & Co.
Steamship Fanita, Brooks, New York, John F. Ohl.
Steamer Chester, Jones, New York, W. P. Clyde & Co.
Schr Clara Bell, Amesbury, Boston, G. S. Repplier.
Schr Active, Coombs, Boston, do.
Schr Elvie Davis, Weeks, Providence, Hammett, Neill & Co.
Schr J. D. McCarthy, Simpson, do.
Schr Lucy Church, Adams, Providence, do.
Schr M. R. Carlisle, Potter, Providence, do.
Schr Anna Sheppard, Bowditch, Providence, do.
Schr M. P. Hudson, Vaughan, Providence, do.
Schr J. S. Weldin, Crowell, Providence, do.
Schr Elwood Doron, Jarvis, Georgetown, do.
Tug Hudson, Nicholson, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug Chesapeake, Merrihew, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamer F. Franklin, Pierson, 13 hours from Baltimore, with mdse. to A. Groves, Jr.
Steamer A. C. Stimers, Knox, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Brig Princeton, Wells, 3 days from New York, in ballast to captain.
Schr Chilee, Hamilton, from Farmingdale, Me., with ice to Pennsylvania Ice Co.
Schr John Stace, Brittingham, 6 days from Newton, with lumber to Collins & Co.
Schr E. G. Willard, Parsons, 7 days from Portland, with mdse. to Collins & Co.
Schr G. Green, Westcott, from Lynn.
Schr Reading RR. No. 46, Davis, from New Haven.
Schr Ida McCabe, Pickup, from New Haven.
Schr E. B. Shaw, Shaw, from Boston.
Schr Crisis, Bowen, from Boston.
Schr C. G. Cranmer, Cranmer, from Allenport.
Schr Reading RR. No. 50, Carson, from New Haven.
Schr W. Collyer, Taylor, from Norwich.
Schr E. Barnes, Clifford, from Fall river.
Schr General Banks, Reider, from Salem.
Schr Alida, Lambert, from New York.
Schr Alabama, Vangilder, from Salem.
Schr G. S. Adams Baker, from Providence.
Schr S. L. Crocker, Trasker, from Taunton.
Schr R. Palmer, Clark, from New London.
Schr Cerro Gordo, Hodgden, from Newbury.
Schr A. S. Cannon, Cobb, from Providence.
Tug Thomas Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Commodore, Wilson, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

Correspondence of the Philadelphia Exchange.

Lewes, Del., August 28.—Ship Progress, for London, barques Raphael, for Stettin, Demetra, for Konigsburg, and barkentine White Cloud, for Portland, with two brigs, names unknown, went to sea to-day.

LABAN L. LYONS.

MEMORANDA.

Brig Meteor, Raynes, hence, arrived at Boston 28th inst.
Schrs T. S. Shaw, Watts, and Cherub, Fletcher, for Philadelphia, cleared at New York yesterday.
Schr Webster Barnard, for Philadelphia, cleared at St. John, N. B., 28th inst.
Schr Lookout Shaw, hence, at Bangor 29th inst.
Schr E. A. Conklin, Daniels, hence, at New London 27th instant.
Schr Eliza Potter, Potter, hence, at Norwich 27th inst.
Schrs Eliza Williams, Cornish, hence for Providence; Hickman, Small, Boston for Philadelphia; and Morning Light, Ireland, Norwich for Philadelphia, at New York yesterday.

DIED.

(For additional Deaths see fifth page.)

SHOEMAKER.—On the 30th instant, HATTIE, daughter of Joseph S. and Sarah L. Shoemaker, aged 13 months.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her parents, No. 1005 S. Twelfth street, on Wednesday afternoon, September 1, at 4 o'clock. Interment at Ronaldson's Cemetery.

FOR SALE.

FOR SALE OR TO RENT.

GERMANTOWN, five minutes' walk from Wayne Station, two neat and comfortable Houses on WAYNE Street, below Manheim, suitable for a small and genteel family, with all the modern conveniences, gas, water, range, heater, etc. Rent, $500 per annum. Apply to JACOB KAUPP, No. 77 WISTER Street, Germantown

Possession at once. 6 18 tf

FOR SALE,

HANDSOME ARCH STREET RESIDENCE.

No. 1228, 30 by 137. In thorough order, with modern improvements. Apply to JOS. L. CAVEN,

8 31 No. 158 N. NINTH Street.

FOR SALE—HANDSOME THREE story Brick Dwelling, three-story double back buildings, No. 634 SIXTH Street, above Green; modern improvements, and in excellent order. Was owned and built by the late Henry Derringer, deceased, of the very best materials and workmanship. Immediate possession Agent at house from 12 to 2 o'clock daily. 6 7 tf

TO RENT.

FACTORY TO RENT.

SECOND AND THIRD FLOORS OF FACTORY,

CORNER TWENTY-THIRD AND SANSOM STS.,

TO LET, 116 by 42.

APPLY TO

HOWELL & BOURKE,

CORNER FOURTH AND MARKET STS.,

Or on the premises. 8 24 tf

GROCERIES, ETC.

WHITE PRESERVING BRANDY.

GENUINE AND PURE

French White Preserving Brandy,

Imported direct, and for sale by

SIMON COLTON & CLARKE,

S.W. CORNER BROAD AND WALNUT,

7 1 stuth PHILADELPHIA.

THEATRE COMIQUE, SEVENTH STREET, BELOW ARCH.

AN UNQUALIFIED TRIUMPH.

EVERY NIGHT, until further notice, the

OLD CURIOSITY SHOP.

Founded on Dickens' great story.

Miss ROSALIE JACK as LITTLE NELL.

Mr. J. H. JACK, the old Philadelphia favorite, as GRANDFATHER TRENT.

Master JULIAN REED, the American prodigy, in his imitations.

Doors open at 7½. Begin at 8 o'clock.

WEDNESDAY EVENING,

BENEFIT OF KATIE BAKER,

When she will appear in her own Drama of

LITTLE SNOW BIRD.

FRIDAY

BENEFIT OF ROSALIE JACK.

Admission, 75, 50, and 25 cents. 1t

FOURTH EDITION

CAPE MAY.

The Very Heart of the Town Destroyed—What is Left of the Place—Where the Fire Originated, and the Limits to Which it was Confined.

EUROPE.

The Quarrel Between Austria and Prussia—China and her Treaties with America—Cordial Recognition of Burlingame's Services—Banquet to the Harvards.

FROM CAPE MAY.